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No. 4009.20

V. 7-8





BASSETT'S
SCRAP
BOOK

4009-20 v. 7. 8

Scraps from N.E.W.S.

TO READ AND TO HOLD
TO BE WISE AND TO BE MERRY

Published Monthly

A COLLECTOR AND PURVEYOR OF ODD BITS OF INFORMATION
IN THE DOMAIN OF HISTORY, LITERATURE,
BIOGRAPHY, HUMOR, ETC.

MARCH, 1909

50 Cents Per Year; 50 Cents in Boston Postal
District (for extra postage.) 5 Cents Single Copy.

L. A. W. PUBLISHING COMPANY,

Room 22, 221 Columbus Avenue, BOSTON, MASS.



Organized in Newport, R. I., May 31, 1880.

OFFICERS FOR 1909.

President:

Walter M. Meserole, 44 Court St., Brooklyn, N. Y.

1st Vice President:

Frank W. Weston, Boston, Mass.

2d Vice President:

Fred Atwater, Bridgeport, Conn.

Secretary-Treasurer and Editor:

Abbot Bassett, 221 Columbus Ave., Boston, Mass.

The objects of this association are (a), to promote and encourage bicycle riding for business, pleasure and health; (b), to protect and defend the rights of wheelmen who are members of this association; (c), to encourage and facilitate touring at home and abroad; (d), to procure the passage and enforcement of laws for the construction and maintenance of highways and bicycle paths; to promote a fraternal spirit among its members, by frequent meets and reunions.

We are here to stay! We do not propose to lower our flag so long as there remains with us one of the old guard to pull on the halcyons.

4009.20
v. 78

Bassett's Scrap Book

A MAGAZINE FOR RIDERS OF THE WHEEL
OFFICIAL ORGAN LEAGUE OF AMERICAN WHEELMEN

A magazine that is read from cover to cover and therefore a first-class advertising medium for bicycles and sundries. Also for anything useful to men. Our rates:—\$1.50 an inch. Repeat, if unchanged, \$1.00 an inch.
Entered as Second Class Matter, March 10, 1904, at the Post Office, at Boston Mass., under the Act of Congress, March 3, 1879.

Vol. 7. No. 1

MARCH, 1909

5 Cents

THE OLD WHEEL.

I cannot ride the old wheel
I rode long time ago;
My legs, played out, will not respond,
I cannot make it go.
The rust is on the handle bar,
'Tis hanging in the shed.
I cannot ride the old wheel,
The tire is flat and dead.

I cannot ride the old wheel,
But yet for many a day
I'll not forget the fun we've had,
They can't take that away.
Those days awheel when youth was bright
And life was full of glee;
I cannot ride the old wheel,
Alas! that this should be.

I cannot ride the old wheel,
My head in sorrow bends,
For was it not the wheel that gave
To me my cycling friends?
Old age steals on, my strength is gone,
I try to ride in vain,
I cannot ride the old wheel,
Yet still the friends remain.

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A SOFT ROAD IS A HARD RIDE.

The wheel that's lent is soonest bent.

Season opens next month. Begin to polish up.

With this number we begin our seventh volume.

President Meserole has bought an automobile. First case on record of a League President driving an auto while in office. They generally wait till they retire. Members may expect League privileges on the Presidential car.

The man who steals a watch generally winds up in jail.

The best living definition of a saint is the man who simply says "Hang it!" when he punctures a tire.

The Saltonstall trophy has reappeared on the cycling horizon. It was given by Henry L. Saltonstall in 1893 for competition at all world's championship meets. England won it once and on the second try for it the cup came to America. The cup cost \$1,000 and was decidedly a white elephant for the winner. When it came to the L. A. W. we had to give the usual bond and keep it in a safe deposit vault where no one could see it. We returned it to the Union Cycliste Internationale at the expiration of the year during which we were entitled to hold it. It never could go into the permanent possession of any one. It is now proposed to give it to any coun-

try that wins it three times in succession. Mr. Saltonstall died at Elizabeth, N. J., last year.

This issue may look something like a Weston number. Well, why not? The Father of his country and the Father of wheeling have one thing in common—an initial.

Several important birthdays this month: March 6, General Philip H. Sheridan; March 15, Andrew Jackson; March 10, modesty forbids that we should thrust the name before the public.

The Nylan of New York has elected the following officers: Chairman, George T. Stebbins, Brooklyn; Vice Chairman, Charles F. Cossum, of Poughkeepsie; Secretary, L. P. Cowell, of New York. The next meeting and banquet will be held this month at Albany.

At a recent inquest in England on a cyclist who had died suddenly from heart disease, it was stated in evidence that he "had evidently ridden hard, for the soles of his boots bore impressions of the pedals."

George Singer, of England, the founder and head of the great corporation which bore his name, died recently in London at the early age of sixty-one. He was a pioneer in the bicycle industry. He early made a name for the manufacture of high-class bicycles, and the Singer Challenge ordinary with trailing brake will be remembered by many of our readers. He was one of those who, by his ability, energy, and

integrity, rose from the very lowest rung of the ladder to a position of great wealth and influence. He was represented in America by the late Wm. B. Everett, of Boston.

Louis Rubinstein, one of our old timers (L. A. W. 184) is an accomplished skater as well as a rider of the wheel. He has just been elected President of the International Skating Union of America. As a skater in winter and a wheelman in summer he has solved the problem of rapid transit the year round.

Elbert Hubbard, speaking of the folly of gambling, says that if four men start in to play poker with \$10 each, or \$1,000 each, it is just a matter of mathematical calculation when all of them will have nothing. It will thus be seen that Fra Elbertus possesses a practical as well as a theoretical knowledge of the winning qualities of the kitty.

During the recent Automobile Show at Madison Square Garden, in New York, official announcement was made that 2,227 cars were sold for \$6,763,000. A lot of money to blow in. It will soon be blown out.

President Roosevelt's message upon the Improvement of Country Life puts great emphasis upon the need for good roads. He recommends "The establishing of a highway engineering service, or equivalent organization, to be at the call of the states in working out effective and economical highway systems." We are getting on.

It is reported that there are twenty bicycle clubs in New York City and but two automobile clubs.

Captain John E. Harder, L. A. W. No. 241, has been chosen burgess of the borough of Clearfield, Pa. He is one of the Pennsylvania workers for the L. A. W. from way back.

It is safe to wager that anyone except a blind man cannot stand without support of any kind for five minutes, if he is thoroughly blindfolded, without moving his feet. If he does not move his feet he is pretty sure to topple over in about a minute.

Mr. W. A. Russell has resigned his position as Secretary of the C. T. C. to accept a position on a leading daily paper. The Gazette says of him:

"The rare combination and tact and caution with enthusiasm and energy enabled him ever to steer a steady and progressive course, and his personal qualities were such as to endear him to all. Mr. Russell came to us from journalism, and to journalism he returns—such is the seductive charm of that relentless mistress, who seldom allows her slaves to entirely escape from her toils. We personally have to acknowledge a great indebtedness to our colleague for many a kindly hint and much actual assistance in the production of the Gazette. It is no easy task that devolves on the new Council to find a successor to Mr. Russell, but in that search we must wish them the same good fortune as befell their predecessors in October, 1907."

State Engineer Skene of New York says that the road construction methods of the past "will not meet the requirements of the future or even of the present." He declares that "either the traffic which produces this disastrous result must be restricted, or new methods of construction, however expensive, must be used." Surface treatment is only a temporary protective. Is the science of road building complete? Greater durability is necessary, even if mileage is reduced.

The mid-winter reunion of past and present members of the Rhode Island Division, L. A. W., took place at Westminster Hotel on February 9 last. A jolly time was had with reminiscences and stories. Nothing like getting together.

Agent—I am introducing a new typewriter, a neat little thing you can take in your lap.

Author—Not for me! I'm a married man.

Kansas City Journal: A good roads meeting was held in Linn county the other day. "Not many attended," was the report of a newspaper, "because of the bad roads."

The hand that rocks the cradle is the hand that spansks the child.

Wilbur Wright gets \$600 a lesson for instructions in aeronautics. That is more than he used to get for teaching beginners to ride the wheel; but then he has learned to go up.

The good parson was summoned for driving his automobile beyond the speed limit.

"Now," said the magistrate, "you say you were going at only eighteen miles an hour, but the constable still declares you were traveling at thirty. Now, I don't like to doubt either of you. Can you think why he declares you were going at that rate? Is there any grudge he owes you?"

"No," replied the clergyman, "no, I can't think of anything—unless it is that I married him three years ago."

What has become of the advocates of steel roads? There were many such in the early days of the good roads movement. Flat steel rails slightly curved were claimed to be the most economical road to build and to keep in repair. If good for the cycle how much better for the auto.

Burley B. Ayers, of Chicago, was seen at the New York Auto Show. He was one of the jolly, hard-working men of the old times. He is now way up in the councils of the Steel Trust and we seldom hear from him or of him.

T. N. Coslett, inventor of the anti-rust process, thus describes his invention:

"The Coslett process consists essentially in the incorporation of phosphorus with the surface of steel and iron, hence changing the chemical nature of the superficies. This chemical change only penetrates to approximately a thousandth part of an inch, yet this penetration (or rather combination) is sufficient to

render the surface immune to rust under climatic influence.

“The operations attending the process are of the simplest description, and can be negotiated by any intelligent workman. A rectangular vat and a Bunsen burner comprise the apparatus, although on a large scale steam coils or fires are utilized.

“The phosphorized solution is placed in the vat and brought to the boil. The steel or iron articles (clean) are then immersed in the liquid and allowed to remain for two and a half or three hours, the solution meanwhile being retained at boiling point. The articles are then withdrawn, rapidly dried, and subsequently oiled. The process is then complete.”

Boston Bicycle Club.—The thirty-first annual dinner of the Boston Bicycle Club was eaten at Hendries', Feb. 13. The eatables included mammoth saddles of mutton, huge joints of roast beef, deep apple pie and scrod smothered in rum-tum-tiddies. No one arose hungry from the feast. The post-prandials were appreciated. Frank Weston responded to the toast of the Boston Club for the thirty-first time. Quincy Kilby read verses of a personal nature with a singing refrain which the company helped along; Charles C. Ryder sang a bass solo; Mr. Sibley read several monologues and Abbot Bassett read verses. Fifty men were present, including 6 from New York, 3 from Providence and 1 from New Hampshire. There was not a dull moment. J. Rush Green was chairman in charge, assisted by Quincy Kilby and Wm. H. Edmands.

FRANK WILLIAM WESTON.

The Father of cycling in America ("Papa" we all call him) was not the first to ride the wheel on this side of the water, but he was the first man to see a great future for cycling in this country and to set on foot a movement to exploit the new vehicle and to organize those who went in for the new sport. He had an interesting career before he became interested in the wheel, and this portion of his life has never before been written up, although his cycling history has repeatedly been printed.

He was born at Oxford Terrace, London, W., England, July 13, 1843; was educated at private schools, and was graduated at Doctor Pearce's, Westbourne Grove School. He then became an articled pupil with James H. Rowley, an architect, pupil of Sir William Tite, and afterwards architect to the city of London. As an articled pupil he had to pay £500 premium and serve without compensation. He remained with Rowley for a year or more, and then established himself in a modest way on his own account.

He was, in his pre-wheeling days, a persistent and enthusiastic yachtsman and eventually became so skilled in his knowledge of the courses and currents that "the stick" was recognized as his right anywhere between the Nore and the Channel Islands. In later days, in this country, when he became Commodore of the Dorchester (now the Boston) Yacht Club, the skill, which had clung to him from his earlier days, often stood him in good stead.

Mr. Weston was taken with the emigration fever in 1866 and went down to the London docks to pick out a vessel in which to cross the ocean. He wanted a stanch and trim craft, and it mattered little whither she was bound. His first choice was a very fine barque bound for British Columbia via Cape Horn, and on this he engaged his passage. A family affliction held him in England beyond the time of sailing, and on his return to London he once more began to look about for an acceptable craft. This time the 900-ton, full-rigged ship "Armstrong," hailing from Windsor, N. S., commanded by Captain Armstrong, and bound for Boston, attracted his attention, and on her he eventually sailed, the sole cabin passenger.

On June 1, 1866, after an interesting, though stormy passage of 45 days, he landed at Constitution Wharf, Boston.

His first monetary transaction consisted of exchanging a £10 Bank of England note for United States currency. It was before the resumption of specie payments and he received gold value \$88.

After a few days devoted to sight seeing he went to work in Boston for W. R. Emerson, an architect, whose office was in the Studio building.

On July 4, 1866, occurred the great fire at Portland, Me., and this led to a good demand for architects in the rebuilding of the city. Weston went to Portland and allying himself with the staff of W. H. Fassett, afterwards the city architect, plunged at once into professional work on the new buildings of the burned district.

After two years at Portland he returned to Boston and entered the office of N. J. Bradlee, where he remained about a year.

Started in architectural practice for himself in 1869. The next year he took into partnership Mr. George D. Rand and the firm of Weston & Rand commenced business. Soon afterwards he was called back to London by the death of his mother.

Remained in England 18 months and then returned to Boston. On this visit he met at Coventry the lady who later became his wife. When he got back in Boston he found the Back Bay district of the city in process of development. This gave plenty of opportunity for his talent, and in the work of constructing the fine buildings which adorn that part of the city he had no inconsiderable share.

It was in 1873 that he again returned to England. This time it was to marry and his stay was but for a short time.

Many of us have very pleasant memories of the hospitable home of the Westons at Savin Hill. The house was from plans drawn by Weston and it was decidedly unique and "Westonesque." It overlooked Boston Bay and the front yard was the wave-washed shore. Openhanded hospitality was the rule of the house and "Welcome and "Come again" were the greetings.

Plunging once more into business life Weston hired the whole upper floor of the George C. Richardson Building at 178 Devonshire street, Boston. He selected rooms for himself and sublet the rest. There was one very large room for which he could get no customer. The bicycle was just

coming in. The two bicycles sent over for exhibition at the Philadelphia Centennial in 1876 had sent the thoughts of many people in the direction of the wheel and now, in 1877, Chandler, Dalton and other Pioneers, were riding. It occurred to Weston that this large room would make a good bicycle riding school, and in a very short time the wheels were spinning and luckless riders were taking headers.

This was the first entry of Weston into the sport of bicycling, with which he has ever since been so closely identified. During his career as an architect he acted professionally upon many public and private buildings in and out of Boston. One of his most notable works was the Massachusetts Insane Hospital at Worcester, one of the most attractive and substantial buildings in the State. This great building has a water-table one mile and twenty feet in length, a dimension which has not often, if ever, been exceeded.

But we can well believe that Weston looks upon his record as a wheelman as the proudest of his life. He is today the most familiar figure in cycling life and he fills a very large place in the hearts of wheelmen everywhere.

As a promoter of "first things" his record is unique.

He started the first bicycle paper in America—The American Bicycling Journal, first issued Dec. 22, 1877.

He was instrumental in organizing the first bicycle club in America—The Boston Bicycle Club, Feb. 11, 1878, 14 members.

He was the first and still remains the representative in America of the C. T. C., of England, originally the Bicycle Touring Club.

He was the earliest Starter of the bicycle races in the early days of wheeling and he started all the races of that time.

He started the first one hundred mile bicycle club run and also the first hundred mile tricycle club run held in this country.

He organized the first club run and extended tour of any accredited body of cyclists in America. It was on May 22, 1880, that five members of the Boston Bicycle Club (called the "Fortunate Five"), consisting of Frank W. Weston, Josiah S. Dean, T. N. Hastings, of Boston; Dr. J. F. Adams of Worcester and G. C. Thomas of Harrisville, Pa.,

started on a bicycle run and tour through Great Britain. They were received with lavish hospitality by the wheelmen of our Mother Country. The kindly welcomes and the whole-souled greetings of our English cousins to the visitors have set a mark for their descendants which it is hardly likely will ever be equalled. The five wheeled together in England for forty-five days.

On the 11th of September, 1879, Weston, in conjunction with the late Charles E. Pratt and the late Edward C. Hodges participated with forty-five others in the first Wheel About the Hub, which has since been made an annual fixture of the Boston Bicycle Club, and of all that company that circled the Hub in 1879, Weston is the only one found in the ranks at the present time.

He established the first importing house for bicycles in America. It was first known as Cunningham, Heath & Co., the two men whose names appear being the financial men of the firm. Later the firm was incorporated as the Cunningham Co. The firm did a good business for many years until the American bicycle improved and, protected by a tariff of 35 per cent., drove the English wheel out of the market.

For two years he has occupied the position of First Vice President of the League of American Wheelmen, and he was for two years President of the Pioneers of the L. A. W.

After leaving the cycle business Weston went back to architecture and has engaged largely in specialty work. He tried his hand at houseboats, but America was not in the mood for such things; and now he is giving his attention to bungalows. Of these he has built many in the country places around Boston.

Frank W. Weston is a man universally beloved; warm hearted, generous, companionable; and now as age steals on he has many pleasant memories to cherish, many good times and pleasant occasions to recall and none of these more potent and ever green than those which are connected with the wheel and its devotees. We may well say that he is, First at the Wheel, First in the Club and First in the hearts of the Wheelmen of the Hub.

An expert says that Hains suffered from "circular insanity." Same as wheels, probably.

ASSEMBLY DELEGATES.

In accordance with Section 3, Article V of the Constitution, I appoint the following as delegates to the National Assembly of the League of American Wheelmen, to be held at Boston, Massachusetts, on September 9, 1909.

It is my desire that as many as possible of those named should attend and thus do their share toward the important work of preserving wheelmen's rights, and also to aid in the improvement of roads in the United States, which are the two great objects of the League's existence. I am anxious to have the unselfish and self-denying support of all the members during the coming year, and shall be much pleased to receive suggestions tending to increase the usefulness of the organization.

Appointees: Iowa 1, J. F. Rall, Cedar Rapids, Ia.; Maryland 1, James S. Reese, Baltimore.

Fraternally,

Walter M. Meserole,
President.

Brooklyn, N. Y., Feb. 12, 1909.

ANNUAL ELECTION.

In view of the fact that in no case is there more than one nomination for the office of Representative, it seems unnecessary to go to the expense and trouble of an election by mail.

In pursuance therefore of the authority invested in me, I now declare the several members who have been nominated, to be duly elected, and I am anxious that as many as are able to arrange their plans to that end, will attend the National Assembly at Boston, Massachusetts, on September 9, 1909.

Fraternally,

Walter M. Meserole,
President.

Brooklyn, N. Y., Feb. 21, 1909.

PLEDGES FROM LIFE MEMBERS.

I agree to pay the sum set against my name yearly on the first day of January for five successive years to enable the League of American Wheelmen to continue its good

work and to maintain an official magazine devoted to the interests of the organization. This agreement to be void in case of my death.

In response to the circular sent out by the Ways and Means Committee we have had, up to Feb. 25, the following pledges:

C. M. Fairchild, Chicago	\$2.00
H. E. Fisher, Atlanta, Ga.....	1.00
G. Y. McCracken, Philadelphia	1.00
G. A. Gorgas, Harrisburg, Pa.	1.00
L. P. Case, Winsted, Conn.	1.00
Allen Hammond, Rockville, Conn.	1.00
M. M. Belding, Jr., New York	5.00

JOINED IN 1885.

A list of those who joined the League of American Wheelmen in 1885 and are still in good standing.
1885.

- 244—Victor B. Tulane, Cawker City, Kan., Jan. 8.
- 245—George F. Titus, Norwalk, O., Jan. 8.
- 246—George C. Pennell, New York, Jan. 29.
- 247—H. G. Latimer, Wilmington, N. C., Feb. 26.
- 248—C. E. Lauren, Peoria, Ill., Feb. 26.
- 249—J. F. Rall, Cedar Rapids, Ia., April 9.
- 250—Frank A. Post, Le Mars, Ia., April 9.
- 251—F. H. Garrigues, Philadelphia, Pa., April 16.
- 252—Hubert D. Powers, Grand Rapids, Minn., April 16.
- 256—James H. Noyes, Orange, N. J., May 23.
- 257—J. W. Merritt, Thayer, W. Va., May 30.
- 258—A. F. Bellinger, Stamford, Conn., June 4.
- 259—I. Clarence Marsh, Chicago, Ill., June 4.
- 262—J. P. Simmons, Philadelphia, Pa., June 11.
- 265—F. M. Vandling, Scranton, Pa., June 18.
- 266—Thomas Hare, Philadelphia, Pa., June 18.
- 267—Eugene A. Hall, Meriden, Conn., June 18.
- 269—George G. Teller, Cranford, N. J., June 25.
- 271—David H. Ludlow, Philadelphia, Pa., June 25.
- 272—H. H. Ludlow, Philadelphia, Pa., June 25.
- 273—H. G. Redfield, New Haven, Conn., July 2.
- 275—Chas. E. Burr, Bordentown, N. J., July 9.

- 276—E. W. Hope, Sherman, Tex., July 9.
277—Aug. Henke, Schenectady, N. Y., July 9.
278—E. A. De Blois, Wethersfield, Conn., July 16.
279—E. W. Barnes, Perth Amboy, N. J., July 16.
281—O. C. Smith, Los Angeles, Cal., July 16.
282—E. E. Mead, Springfield, Mass., July 23.
284—Chas. W. Pierce, Brighton, Mass., July 23.
286—J. B. Kaercher, Pittsburgh, Pa., Aug. 6.
287—A. C. Stewart, St. Louis, Mo., Aug. 6.
288—Walter G. Denn, Philadelphia, Pa., Aug. 6.
288a—Chas. Denn, Philadelphia, Pa., Aug. 6.
289—R. L. Stewart, Coconut Grove, Fla., Aug. 13.
290—W. J. Leacock, Jr., Chicago, Ill., Aug. 27.
291—Edgar S. Barnes, Springfield, Ill., Aug. 27.
293—J. A. Clark, Halifax, N. S., Aug. 27.
295—C. L. Nichols, New York, Sept. 4.
296—Lewis H. Hutton, Nanuet, N. Y., Sept. 14.
298—W. W. Sisson, Binghamton, N. Y., Sept. 18.
299—L. O. Macdaniel, Syracuse, N. Y., Sept. 18.
300—Dr. Wm. H. Emery, Roxbury, Mass., Oct. 2.
301—Geo. R. Comings, Brooklyn, N. Y., Oct. 2.
303—Dr. A. F. Wyman, New Bedford, Mass., Dec. 18.
305—Mrs. L. H. Porter, East Orange, N. J., Dec. 18.
306—Chas. F. Feurer, Philadelphia, Pa., Dec. 18.
307—Chas. S. Davol, North Attleboro, Mass., Dec. 18.
308—R. F. Shannon, Pittsburg, Pa., Dec. 18.
311—Richard Dallett, Philadelphia, Pa., Dec. 25.
-

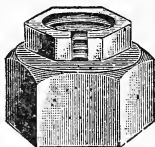
Let us know what wheelmen are doing in your city. Put a few spokes in our wheel.

The attention of Thomas A. Edison is respectfully called to the statistics showing that there are more than twenty million horses in this country. It will be remembered he said the horse must go. Nor will the bicycle go. Good things will not down.

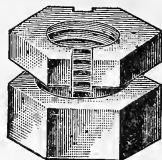
We saw the other day an automobile offal carrier.
"To what base uses, etc."

“The Cheapest Life Insurance”

is what **COLUMBIA LOCK NUTS** have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



REGULAR



IMPROVED

Not like other nuts, they will NOT shake loose.

No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—**FREE**. A booklet with prices mailed on application.

COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.

ALONZO D. PECK,

DISTRIBUTER FOR

POPE MANUFACTURING CO.

178 Columbus Avenue,

HEADQUARTERS FOR

Columbia, Hartford and

Fay Juvenile Bicycles:

Reading Standard Motorcycles.

During the winter months we will make special reduced rates for overhauling and cleaning your bicycle, and getting it in readiness for next season's use:

Bassett's Scrap Book

A MAGAZINE FOR RIDERS OF THE WHEEL
OFFICIAL ORGAN LEAGUE OF AMERICAN WHEELMEN

A magazine that is read from cover to cover and therefore a first-class advertising medium for bicycles and sundries. Also for anything useful to men. Our rates:—\$1.50 an inch. Repeat, if unchanged, \$1.00 an inch.

Entered as Second Class Matter, March 10, 1904, at the Post Office, at Boston Mass., under the Act of Congress, March 3, 1879.

Vol. 7. No. 2

APRIL, 1909

5 Cents

IN THE SPRING EVERYTHING RENEWS.

'Tis a poor road that won't work both ways.

Poets of the wheel are born, not paid.

To join is dutiful; to renew divine.

This is the time when wheelmen harken back to the old time getting out time.

Even if we could see ourselves as others see us many of us would not stop to look.

"In the spring a young man's fancy lightly turns to thoughts of love;" in the spring a young man's looking for a silent steed to shove.

The Newton Bicycle Club held its annual meeting (the 195th meeting) and banquet on April 10th. Officers elected; President, Albert M. Beers; Vice President, Herbert A. Fuller; Secretary, Abbot Bassett. Voted to hold the annual summer run and meeting at the club farm, Amherst, N. H., in July.

We are getting in quite a lot of young blood. The old fellows are putting in substitutes to take up the work. Have you put your son in? Come early and avoid the rush.

It is the proper thing for Boston wheelmen to ride to Lexington on Paul Revere Day, April 19. We make it a holiday in Massachusetts, having put it in the place of the Fast Day that was. A fast day on the wheel is better than a fast day in the stomach.

April has been chosen as a birth month by very many of the good and great men of history. Thomas Jefferson, 2; Washington Irving, 3; William E. Channing, 7; Henry Clay, 12; John Lothrop Motley, 15; Samuel F. B. Morse, 27; U. S. Grant, 27; James Monroe, 28; William Shakespeare, 23; Walter M. Meserole, 5; M. M. Belding, Jr., 14.

This is the time to think, and, while you are thinking, please think to renew. Wouldn't it be a good thing to brag of if we could show a clean sheet of renewals? but we can't. Better do it now. Come early and avoid the rush.

We shall renumber in the fall and every one will have a small number. When the numbers begin to fall we all like it and we all regret it.

At the 18th international Cyclists' Congress, at which 13 nationalities were represented, it was resolved that the championship of the world should be

decided at Copenhagen, Aug. 15, 19 and 22, and that in the following year the same contests should be held at Brussels. It was further decided not in future to participate in international Olympic contests owing to the absence of adequate control of these games from the sporting point of view.

The Chicago minister who retired Monday from his pastorate and from the Christian ministry, explained to his congregation: "To give my children the education I think they should have, and my wife the opportunity she desires in her line of work, I need \$10,000 a year. I cannot get it in the church. I am going where I can." Others who may have a similar ambition will be interested to note that he is going to sell automobiles now.

The Optimist club's idea of changing the first of April from a day of tricks and jokes to a day "devoted to the sunny philosophy of optimism and the milk of human kindness" is sweet, but there is danger that the optimists who believe that they will be able to stop the April-foolers will be April-fooled.

The latest statistics show that the number of horses in the United States is 20,640,000, an increase over last year of 648,000. It will thus be seen that the automobiles are not yet the whole blooming thing.

Now comes the word that the "pneumatic pompador" is to take the place of the old-fashioned "rat." This suggests a use for old bicycle tires.

William A. Austin, of Winthrop, Mass., died at his home in Winthrop on March 7. Mr. Austin constructed the first steam carriage and the first steam bicycle. At the time of his death he was at work perfecting a gasoline lamp, to handle which a company of New York men headed by ex-Gov. Black and backed by John D. Rockefeller had been formed. Upon the completion of this invention Mr. Austin was to receive \$250,000, but the secret goes with him to the grave.

At the beginning of the civil war Austin completed his first invention, that of a steam carriage. Later he constructed another steam carriage and this is now in Lowell. Only a few months ago Mr. Austin was offered a large touring car by an automobile company for his first steam carriage, but he refused the proposition. He made considerable money exhibiting the carriage during the war. A few years later he invented his steam bicycle, which is now at his Winthrop home. In a race with a horse Mr. Austin rode this machine for one mile in 53 seconds.

The easiest way to make money used to be to invent something for 50 cents to put on a bicycle. Now it is to invent something for \$15 to go on a motor car.

"Dust Preventives," by Prevost Hubbard, issued as Bulletin No. 34, United States Office of Public Roads, is the latest contribution to literature on road construction and maintenance. Mr. Hubbard's

paper has been prepared to meet the growing demand by road engineers for specific information on the important subject of dust prevention.

Walking. Chapter One.—In ordinary walking, a man's lower extremity swings essentially by its own weight, requiring little muscular effort to help it. So heavy a body easily overcomes all impediments from clothing, even in the sex least favored in its costume. But if a man's legs are pendulums, then a short man's legs will swing quicker than a tall man's, and he will take more steps to a minute, other things being equal. Thus there is a natural rhythm to a man's walk, depending on the length of his legs, which beat more or less rapidly as they are longer or shorter, like metronomes differently adjusted, or the pendulums of different time-keepers.

By the will of the late Eugene Tompkins, for whom he has been private secretary for many years, Quincy Kilby, of Boston, comes in for a legacy of \$25,000, all taxes paid. Most cordial relations have always existed between Mr. Tompkins and his secretary and in this most generous manner has the employer given evidence of his esteem. Mr. Kilby and his daughter will spend the summer in Europe.

The Union Co. Roadsters of Rahway, N. J., organized Aug. 11, 1890, kept open house at their new rooms on March 22 and entertained many

friends. The organization is one of the oldest in the State, and has on its roll many of the most prominent citizens of Rahway.

“Gentlemen, if that be so—and I speak to men who are capable of saying of their own experience whether it is so or not—then I say there has not been a more civilizing invention in the memory of the present generation than the invention of the cycle, open to all classes, enjoyed by both sexes and by all ages. The cycle gives us health, it gives us variety, it is less dependent upon external circumstances, upon pecuniary means, upon preliminary organization, than almost any other sport with which I am acquainted. Those are great qualities. Those are qualities which are spreading the use of the cycle wider and wider amid all classes of the community.”—Mr. A. J. Balfour, of England, at the N. C. U. banquet in '98.

For sheer simplicity of phrase and conception few have surpassed that delightful old lady who, with a shrewd twinkle in her eye, inquired whether “‘soda-water’ should be written as two separate words, or if there should be a syphon between them?”

A South Carolina legislator advocates the enactment of a law making it a misdemeanor for a man to scratch a match on the seat of his trousers. He should be awarded a prize for the most original fool idea incubated during the present legislative

season. Men have many rights that women cannot well enjoy and these they must retain.

The wind in a bicycle tire is a cycle-own when it gets away. There's a paradox for you.

The New York Athletic Club has appointed a special bicycle committee for 1909. This committee will afford all possible assistance to any Club members desiring trustworthy information concerning machines, roads, and locations; and give its untiring attention to the welfare of cycling in general. Three mileage medals will be given for riding greatest distances during the year 1909. To promote social riding, all wheelmen are requested to leave a notice, beforehand, as to their intended destination and time of starting, upon the wheel room blackboard. McGinley of Boston is behind this New York movement, and the members really ride.

Wanted a quadricycle with oak frame and wooden wheels, not unlike the one that Elliott put out in the '90s. Give it a power equipment no greater than the present motor-cycle has. Have the rider sit easily on a seat that will be so shaped that the rider can pedal what little he has to. We shall then have an inexpensive auto for one rider and no getting off at every stop. Not so good as a one-track cycle on a hard road, but then, this is the era of good roads. In many respects the Elliott quadricycle was a good thing. It was weak in that it lacked the crank action and ball bearings so potent

in giving success to the bicycle. We believe the new idea would take and we charge nothing for it.

Subscriptions to our maintenance fund are still coming in. Once more we have evidence of the loyalty and patriotism of the old-timers. Isn't it an inspiration? Isn't it very much better than the time when politics was on top and every national assembly was a crisis and every meet a struggle leading up to the crisis. Although the appeal was made to Life Members very many of the annuals are taking part.

The Associated Cycling Clubs of Philadelphia, incorporated, has surrendered its charter and turned over its treasury funds to the newly organized Veteran Wheelmen's Association. The A. C. C. was organized in March, 1888. Now that there is no further use for its existence according to the original objects of its charter and in view of the fact that the newly-formed Veteran Association has taken up the one reason for the holding together of the old association all these years, the executive committee urged dissolution and the abandonment of the charter, all of which was agreed to at a subsequent meeting of such of the old delegates as could be assembled. Thus one more cycling institution goes out of business, but they all hold together in friendly relations.

A young motorist, endeavoring to convince a country innkeeper that the decay of coaching was

more than compensated for by the spread of motor-ing as a pastime, exclaimed, as a final argument, that his car was of forty horsepower, "the equal, sir, of ten relays of coach horses."

The next morning he read in his bill, "To feeding and stabling, 80 shillings."

He asked the landlord for an explanation.

"The charge for 'osses is 2 shillin' a 'ead, sir," was the reply. "That machine of yours is equal to forty 'osses, which is 80 shillin'."—London Express.

By a mail vote of the members of the C. T. C. it has been decided to retain the amount of Ernest R. Shipton's pension at the sum fixed in convention, £78. The friends of Mr. Shipton hoped to make it £150, but the membership voted 4,294 for the smaller amount and 2,003 for the larger. The C. T. C. membership reported for 1908 was 23,496, a decline of 4,121 from the figures of 1907. There are others.

Germany has advanced a claim to the possession of the oldest living cyclist. He is Gerd Rade, age 90 years.

Caller—So sorry to hear of your motor accident.

Enthusiastic Motorist—Oh, thanks, it's nothing. Expect to live through many more.

Caller—Oh, I trust not!—Tit-Bits.

Julius G. Linsley, of Oswego, N. Y., writes: "You will doubtless question the statement I am about to make, but nevertheless I will venture it. At the time I bought the

Life Membership it was my hope and intention to send in my dollar each year, notwithstanding. However, about that time I became very busy paying for the education of my son and daughter; so busy in fact that it was a novelty to find the price in my jeans, and I cannot now say that I have fully recovered.

"I send you sufficient to cover the back years, and also a subscription to same for a friend. I take exception to the statement you made that the life memberships were taken out by the 'flower of the flock.' It was a purely business proposition, and as such looked good, and was so accepted by me, and doubtless by the majority of those who accepted it. It meant that my membership was secured for all time. I maintain that the 'flower of the flock' are those who have continued to pay their yearly dollar up to the present time, 'more power to them,' and you will doubtless find a goodly number of them coming to the front in this emergency.

"Now I really cannot make any promise of what I will do to assist in supporting 'our organ,' but I shall endeavor to do something, and I can only say that I hope and trust that both it and its genial editor may be spared to us for many years, and that you will not lose by it."

Abner T. Jones, Philadelphia, Pa., writes: "Enclosed please find one dollar (\$1), for which send me a membership card in the good old League. I wish to remain in the ranks as long as there is a member in it. I am 63 years old and I ride every day, weather permitting, and hope to keep it up for some time to come. I frequently ride to Atlantic City and return. I would suggest through the Scrap Book that a meeting of 10 or more members be called in every town in every state to see if we cannot get back to where we were a few years ago. Wheeling is improving in Philadelphia considerably. Hoping to hear from some of the old timers I am truly yours."

Veteran writes: "Now that League members are not as many as they were would it not be a good idea for us all to show our colors when on the wheel? The old-time handle-bar ribbon was a good thing. Let every rider who is a member get one if they are still to be had, and

show it when on the road. We have much to be proud of, those of us who still hold to the League and we should not hesitate to show our colors."

[A good idea. We will send an embroidered silk handlebar ribbon 18 inches long to any member who will send two cents for return postage. Or we will enclose one with ticket to any member who asks for it upon renewal. Abbot Bassett, Secretary.]

PLEDGES FROM LIFE MEMBERS.

I agree to pay the sum set against my name yearly on the first day of January for five successive years to enable the League of American Wheelmen to continue its good work and to maintain an official magazine devoted to the interests of the organization. This agreement to be void in case of my death.

In response to the circular sent out by the Ways and Means Committee we have had up to March 29, the following pledges:

P. J. Vetter, Scranton, Pa., paid in full	\$1.00
A. D. Wait, Cohoes, N. Y.	1.00
Frederick McOwen, Philadelphia	5.00
Julius G. Linsley, Oswego, N. Y.	1.00

And one dollar paid for each past year of life membership (\$7) and one new member (\$1).

JOINED IN 1886.

A list of those who joined the League of American Wheelmen in 1886 and are still in good standing.

- 313—Carl Hering, Philadelphia, Pa., Jan. 1.
- 314—A. P. Cosand, Newlin, La., Jan. 8.
- 315—C. W. Baldwin, Orange, N. J., Jan. 8.
- 317—R. L. Calkins, Yonkers, N. Y., Jan. 8.
- 318—Walter H. Chubb, Cleveland, O., Jan. 8.
- 319—Thomas Hockley, Philadelphia, Pa., Jan. 8.
- 322—Arthur P. Benson, Dedham, Mass., Jan. 15.
- 323—Thomas Whitaker, Millville, N. J., Jan. 15.
- 325—Wm. E. Metzger, Detroit, Mich., Jan. 29.
- 326—Samuel E. Snyder, Clearfield, Pa., Jan. 29.

- 327—S. H. Tripp, Peoria, Ill., Feb. 5.
328—E. H. Croninger, Covington, Ky., Feb. 5.
329—Chas. E. Herrick, Northampton, Mass., Feb. 5.
330—Chas. E. Minnemyer, Allegheny, Pa., Feb. 5.
333—Isaac B. Potter, Brooklyn, N. Y., Feb. 12.
334—Howard B. Raymond, Akron, O., Feb. 12.
335—Ed. L. Fry, Harrisburg, Pa., Feb. 12.
336—Wm. J. Emerson, Somerville, Mass., Feb. 19.
338—Theodore Rothe, Roxbury, Mass., Feb. 26.
340—Wm. M. Honig, Albany, N. Y., March 5.
341—Samuel V. Hoffman, Morristown, N. J., March 5.
342—Edward A. Hemmenway, Dorchester, Mass., March 12.
343—Henry W. Robinson, Newton, Mass., March 12.
344—Chas. M. Croninger, Covington, Ky., March 12.
348—J. S. Briggs, Rochester, N. Y., March 19.
349—A. H. Brunner, Cleveland, O., March 19.
350—John A. Lowe, Worcester, Mass., March 26.
351—Sterling Elliott, Newton, Mass., March 26.
352—Wm. A. Denn, Philadelphia, Pa., March 26.
354—Fred A. Bliss, Warren, R. I., March 26.
360—E. R. Grant, Elizabeth, N. J., April 16.
362—Alvah G. Fisher, New Haven, Conn., April 23.
363—George Burroughs, Boston, Mass., April 23.
364—Frank Stevens, San Francisco, Cal., April 30.
365—Everett E. Arnold, East Hartford, Conn., April 30.
367—Chas. E. Walker, Hartford, Conn., April 30.
368—Nelson H. Gibbs, Providence, R. I., April 30.
369—Wm. McD. Lee, Lyndhurst, Va., April 30.
370—Frank H. Shute, Gloucester, Mass., May 7.
371—Welcome W. Braden, N. Y. City, May 7.
372—A. A. Taltavall, Philadelphia, Pa., May 7.
373—Alfred C. Mason, Philadelphia, Pa., May 7.
374—Chas. F. West, Duluth, Minn., May 14.
375—W. H. Wright, Charlestown, Mass., May 14.
376—Chas. A. Lindsley, Orange, N. J., May 14.
377—Wm. J. Owrid, Camden, N. J., May 14.
379—F. J. Cheney, Wilmington, Del., May 14.
380—Henry Crowther, Philadelphia, Pa., May 14.
382—Hugh Hartshorne, Jersey City, N. J., May 21.
383—Anzi T. Dodd, East Orange, N. J., May 21.
384—Fred'k E. Langstroth, Montclair, N. J., May 21.
387—W. K. Kellogg, Battle Creek, Mich., May 28.

- 389—Michael Furst, Brooklyn, N. Y., May 28.
 390—Wilhelm Kaffenberger, Buffalo, N. Y., May 28.
 391—Calvin K. Rieman, Ft. Wayne, Ind., June 4.
 392—A. W. Robinson, Newton, Mass., June 11.
 393—John M. Zook, Philadelphia, Pa., June 11.
 394—George H. Frost, Pasadena, Cal.
 395—Fred B. King, Bridgeport, Conn., June 18.
 397—J. Wm. Sheehan, N. Y. City, June 25.
 398—Clarence D. Dunn, New Haven, Conn., July 2.
 400—E. V. Sidell, Poughkeepsie, N. Y., July 9.
 401—Chas. H. Howland, Providence, R. I., July 9.
 402—Albert M. Embree, Stamford, Conn., July 16.
 405—S. S. Simon, Orville, Cal., July 30.
 406—W. C. H. Vogel, Cleveland, O., Aug. 6.
 407—L. W. Earle, Tomah, Wis., Aug. 6.
 408—Frank N. Lewis, Philadelphia, Pa., Aug. 13.
 409—Robert W. Matthews, Lock Haven, Pa., Aug. 13.
 411—H. G. Wolzendorf, St. Louis, Mo., Sept. 3.
 412—Frank L. Goodsell, Bridgeport, Conn., Sept. 17.
 413—W. G. Speier, Philadelphia, Pa., Sept. 24.
 415—J. M. Miller, Vacaville, Cal., Oct. 22.
 416—H. W. Arnold, Binghamton, N. Y., Oct. 22.
 417—Chas. H. McCully, Philadelphia, Pa., Oct. 29.
 419—Orville Stillman, Westerly, R. I., Nov. 26.
 421—L. L. Buchanan, Chicago, Ill., Dec. 17.
 422—H. W. Bullard, Poughkeepsie, N. Y., Dec. 17.

“Where was Moses when the light went out?”

Riding on his bicycle and gliding all about;

But in just another second, why a copper pulled him in,
 'Cause he hadn't tumbled off his wheel to light it up “agin.”

Now every sweet maiden rides out with her beau,
 And her choice of a husband reveals,
 And spinsters who cycle no jealousy know
 For they have their “hubs” on their wheels.

“What's in a name? That which we call a rose
 By any other name would smell as sweet.”
 And e'en a bicycle, or so we may suppose,
 By any other name would be as fleet.

PERIODICAL LIST.

We publish a list of such periodicals as will allow a discount to subscribers. Many magazines will not allow the list price to be cut. All such we do not schedule. Others will not allow price to be cut on a single subscription but will give a large discount when a club is formed. Note that many of the Periodicals below are designated by a letter or by Roman numerals.

To form a club—Figure Class A at 65 cents; Class B at \$1.35; Class C at 35 cents. The Roman numerals represent 25 cents for each figure (VII means \$1.75). If the club calls for three magazines add 35 cents to combined price. That is our profit. If four or more magazines, add 10 cents for each magazine for our profit.

Many of the Magazines have special clubs. Those who want periodicals not included in list below will do well to send for our prices. There are many combinations to be made besides the regular ones.

The first column gives list price; the second column, our price.

Ainslee	B	1.80	1.80
American Boy	A	1.00	1.00
American Business Man	VII	2.00	2.00
American Machinist Weekly		4.00	3.80
American Magazine	A	1.00	1.00
American Photography		1.50	1.35
Appleton's	IV	1.50	1.50
Atlantic		4.00	3.45
Automobile	IX	3.00	3.00
Automobile Topics		2.00	1.75
Baseball Magazine	IV	1.50	1.25
Bicycling World		2.00	1.75
Bohemian	IV	1.50	1.50
Bookman	IX	2.50	2.50
Book News Monthly	III	1.00	.90
Boston Cooking School	A	1.00	1.00
Burr McIntosh	VIII	3.00	3.00
Busy Man's Magazine	V	2.00	2.00
Camera		1.00	.90
Camera Craft	A	1.00	.90
Century		4.00	3.85
Children's Magazine (Mrs. Burnett).....	A	1.00	1.00

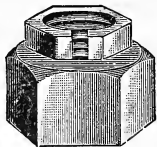
Cosmopolitan	A	1.00	1.00
Country Life	XII	4.00	4.00
Current Literature	IX	3.00	3.00
Cycle & Auto Trade Journal	B	2.00	1.60
Etude for music lovers	IV	1.50	1.50
Garden	A	1.00	1.00
Good Housekeeping	A	1.00	1.00
Green Bag		4.00	3.75
Harper Bazar	A	1.00	.90
Harper Magazine or Weekly		4.00	3.45
Human Life .....		.50	.40
International Studio	XVII	5.00	4.50
Judge	VIII	5.00	4.50
Life		5.00	4.50
Motor Boat		2.00	1.75
Motor Car		1.00	.90
Motor World		2.00	1.75
North American Review	XIV	4.00	3.75
Outing	B	3.00	3.00
Photo Era	IV	1.50	1.50
Photographer		2.00	1.65
Photographic Times	IV	1.50	1.50
Pictorial Review	A	1.00	1.00
Professional & Amateur Photography		1.00	.90
Puck		5.00	4.25
Reader	B	3.00	2.25
Recreation	B	3.00	2.00
Review of Reviews	B	3.00	3.00
Saint Nicholas		3.00	2.85
Scientific American		3.00	2.75
Scientific American & Supplement		7.00	6.00
Smart Set	B	2.50	2.50
Suburban Life	B	3.00	3.00
Success	A	1.00	1.00
Table Talk	III	1.50	1.50
Technical World	IV	1.50	1.50
World's Work		3.00	3.00

ABBOT BASSETT, Subscription Agent

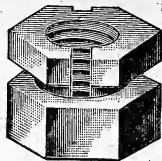
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Not like other nuts, they will NOT shake loose.

No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—**FREE**. A booklet with prices mailed on application.

COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.

ALONZO D. PECK,

DISTRIBUTER FOR

POPE MANUFACTURING CO.

178 Columbus Avenue,

HEADQUARTERS FOR

**Columbia, Hartford and
Fay Juvenile Bicycles.
Reading Standard Motorcycles.**

During the winter months we will make special reduced rates for overhauling and cleaning your bicycle, and getting it in readiness for next season's use:

Bassett's Scrap Book

A MAGAZINE FOR RIDERS OF THE WHEEL
OFFICIAL ORGAN LEAGUE OF AMERICAN WHEELMEN

A magazine that is read from cover to cover and therefore a first-class advertising medium for bicycles and sundries. Also for anything useful to men. Our rates:—\$1.50 an inch. Repeat, if unchanged, \$1.00 an inch.

Entered as Second Class Matter, March 10, 1904, at the Post Office, at Boston Mass., under the Act of Congress, March 3, 1879.

Vol. 7. No. 3

MAY, 1909

5 Cents

YOU MAY NOW RENEW.

Don't estimate your pleasure by the mile. Not how many miles but how many restful hours.

My wheel may bring me many a spill; with all its falls I love it still.

Oratory is no more than talk with a dress suit on.

Just at present the people of this country seem largely given over to warship worship.

Mr. W. S. Burke is the new Secretary of the C. T. C. He was on duty for many years as Chief Consul of India.

The tariff tinkers will not put up the tariff on bicycles, which has been 45 per cent., but they propose putting tires in the same schedule and this means an increase on tires of 15 per cent.

Fred A. Bliss, a well-known wheelman of Warren, R. I., has emigrated to San Diego, Cal. He writes

of many pleasant memories of the old time and looks forward to many good times awheel in the future. With Fred Bliss at San Diego, Lincoln Holland at Los Angeles, and E. P. Burnham at Hemet, Massachusetts has contributed a group of husky wheelmen to California.

Robert Gentle, many years Chief Consul of New Jersey, is still in the saddle. He renews and says:

"Am with you as long as you can send the notice and I am here to receive it. Am still associating with the boys (and hope I always will) being the official timer for the Y. M. C. A. of our city. The Essex Bi Club is still in existence and holds its annual dinner this month."

Our auditor, Geo. W. Nash, has been made assistant treasurer of the Abington Savings Bank.

Our good friend Elliott Mason of Hartford, Conn., who was at Newport at the organization, may now be addressed as "Grandfather," and our senior lady member is a "Grandmother." We know all about it ourselves.

The dear ladies of the D. A. R. wouldn't make it unanimous. We used to have some pretty hard fights in the L. A. W. but we always made it unanimous. No matter how much you hate it, ladies, the thing to do is to make it unanimous under any and all circumstances. It merely adds to the pleasure of the conquerors if it is shown so plainly that the sting is felt. Mere man would have taken his dearest foe

outside, express regret for him on account of the kicking he would be compelled to listen to, set 'em up and leave his opponent a little concerned as to whether he hadn't got the worst of it. Nothing like being pleasant in politics, and nothing like accepting defeat as though it was after all the best thing to have.

Septuagenarian Weston has made the important discovery that his feet are not as young as they used to be. There are many others.

The Roxbury (Mass.) Bicycle Club still lives. The annual dinner was held at the Quincy House, Boston, on April 3. John J. Fecitt is the captain.

The Danish Bicycle Club, of Copenhagen, which has in charge the promotion of the championships of the world for 1909, which will take place in Copenhagen, has announced the program. The professional 100 kilometers paced championship and the amateur sprint championship will be run on Sunday, August 15. The 100 kilometers paced amateur championship and the trial heats of the professional sprint championship will occupy the program for Thursday, August 19. The only championship event for the last day, Sunday, August 22, will be the semi-final and final heats of the professional sprint championship, the distance of this event in both professional and amateur categories being one mile.

Chas. T. Harrop, vice president of the Wheel-

men's Veteran Association of Philadelphia, sends his renewal, and writes:

"Greetings! Am still riding a 'Union' of 'way-back,' but have never had my wheel out of commission since 1890, summer or winter. We'll keep the L. A. W. alive if only you and I have to do it."

Kirk Munroe, our prime founder, is drinking in fresh air and writing stories at Cocoanut Grove, Florida. He writes a cheering note and says: "I am still on deck with five wheels and am living in a community of wheelmen." Probably drinks the milk in the cocoanut every morning.

The Veteran Wheelmen's Association of Philadelphia was held at Bingham House, April 6. There were 60 present and there was very much fun and jollity. President Thomas Hare presided. Ex-President Morris was called upon to respond to a toast to the L. A. W.

Two runs were decided upon, the first, May 8, to Beideman's Fishhouse, along the Delaware River, and the second run is scheduled for Saturday, June 5, to the Delaware County Country Club.

All the old officers were re-elected and the following membership committee named: Messrs. Longstreth, Neil, Cain, Bilyeu and Lokes.

The Rover's Cycle Club of Charlestown, Mass., held its annual dinner at the Athletic Club, Boston, on Saturday, April 17. A very jolly company of 25 kept things moving. Mr. Vreedenburg entertained

the club with some remarkably fine dialect readings. Secretary Bassett read some verses, to be found in another column, and addresses were made by President Thomas H. Hall, Edward Burbeck, Henry W. Robinson, Arthur W. Robinson, John B. Seward and E. H. Norris.

THE GOOD TIME COMING.

The verse-maker was given leave to print certain verses read at the annual banquet of the Rover's Cycle Club, April 17. He is of the opinion that there would not be a good time coming to him did he make public the verses which were of an intensely personal nature and he thinks it best to omit them.

There's a good time coming, boys,
A good time coming;
We may not live to see the day,
And yet it's not so far away,
This good time coming.
We all shall live the perfect life,
The weaker shall be stronger,
Fresh air our only medicine,
Wait a little longer.

There's a good time coming, boys,
A good time coming;
When brown tails shall not eat the trees,
Nor germs make humans cough and sneeze,
In the good time coming.
Against those bugs that make us sick,
Our battle shall be stronger,
A walking bughouse—I guess not,—
Wait a little longer.

There's a good time coming, boys,
A good time coming;
When through the air we all shall fly,
And ride a cycle to the sky,
In the good time coming.

The birds, we know, are built to fly,
Than man they are much stronger,
But we shall yet beat out the birds,
Wait a little longer.

There's a good time coming, boys,
A good time coming,
Then men shall deem the public good
Forbids a gamble with our food
In the good time coming.
Against the man who corners wheat,
The law shall be made stronger.
He'll have a corner in the jail,
Wait a little longer.

There's a good time coming, boys,
A good time coming:
Our sons shall ride the silent steed,
And get the exercise they need,
In the good time coming.
They'll ride the tours we used to ride,
And find their muscles stronger,
The cycle's calling them to come,
Wait a little longer.

There's a good time coming, boys,
A good time coming,
The Marathons will fly the air,
And give the blooming birds a scare
In the good time coming.
We've heard of racetrack fouts on earth,
Fouts in the air are stronger,
The Racing Board will catch the fouts,
Wait a little longer.

There's a good time coming, boys,
A good time coming;
When on the ten-cent counter we
Shall then a useful auto see,
In the good time coming.
They'll be of forty saw-horse power,

Perhaps a trifle stronger,
And not go faster than the law—
Wait a little longer.

There's a good time coming, boys,
A good time coming,
When baskets shall not serve instead
Of hats upon a lady's head,
In the good time coming.
If 'neath a bushel it is hid
No beauty can be stronger,
Yet summer'll bring the hatless girl,
Wait a little longer.

There's a good time coming, boys,
A good time coming,
It's sure to come just once a year,
To all good fellows gathered here,
Who all are up and coming.
To eat, to drink, to laugh, to sing
But makes our friendship stronger,
God bless good people, every one.
The day has gone, the night is young,
Let's stay a little longer.

The Essex Bicycle Club of Newark, N. J., organized March, 1879, and the second in line among the oldest bicycle clubs in the country, held its thirty-first annual meeting April 24.

Herbert W. Knight acted as toastmaster. Among those who spoke were Fred J. Keer, Dr. William P. Richards, Madison Alling, Willis P. Atwater and Robert Gentle. After the banquet the club held a theatre party at Proctor's.

At the business meeting, which was held before the dinner, officers were re-elected as follows: President, William A. Righter; vice president, Herbert W. Knight; secretary-treasurer, Benjamin J. Coe.

The following were selected to serve another year as directors: Samuel Williams, George Murdock and E. O. Chase. A resolution was adopted favoring the enforcement of that provision in the new automobile law which requires that lights be displayed on all vehicles using the public roads at night. Besides those mentioned, the club members present were C. Dennison, A. J. Clark, Jr., F. E. Hodge, Dr. Herbert S. Sutphen, C. R. Zacharias, F. L. C. Martin, Theodore F. Merseles and Dr. Albert B. Osmun. Old timers will recognize many familiar names in the list.

A. G. Batchelder of New York wants a reunion. "It strikes me that some day we ought to have some kind of grand reunion, possibly in New York City, during one of the two big automobile shows. We could probably fill the biggest banquet hall in the town and have a real old gathering." All right! New York will please make ready. We are going to have in Boston in 1920 a "Pilgrim Fathers Exposition." Boston is looking forward to 1915 when she hopes to be the most beautiful city in the world,—in 1920 she is bound to be. Be ready to make a pilgrimage to Boston, but New York may open house sooner. These will be things to live for and we hope all the old timers will stay around.

Are you interested in the published lists of members. These things grow on a man, like his whiskers. We are having quite a demand for back

numbers from those who have just become interested.

No. 1630.—In the convention to organize the L. A. W. at Newport, May 31, 1880, each club was allowed two delegates, with each a vote; but if a club had but one representative he was allowed two votes. States were represented by these club delegates as follows: Conn., 5; D. C., 1; Ill., 1; Mass., 23; N. J., 1; N. Y., 10; Penn., 6; R. I., 2. The house was divided. Club men were on one side and the unattached on the other. When it came to voting there was great unanimity and all voted alike.

No. 1399.—The rise and fall of membership totals at and around high-water mark is shown by the following table. 1897, Dec. 31, 102,637. 1898—Jan. 7, 103,285; Jan. 14, 103,183; Jan. 21, 103,293; Jan. 28, 103,148; Feb. 4, 103,039.

While in Daytona I had a long talk with the agent for the Pope Mfg. Co., at that place. He deplored the fact that there is not a reliable tricycle to be had in the American market. He told me he could have sold 40 machines this season had he been able to get them, and could have rented even a larger number.—Cor. Bi World.

Tell the tariff tinkers to take off that 45 per cent. duty and we can get some of the very good three-wheelers that the English makers are putting out.

A SPRING CYCLE.

Ting-a-ling, ting-a-ling,
 'Tis the first song of spring;
 The bicycle bell—
 What a quick, jolly ring!

It tells of long runs on the road, smooth and hard,
 In the pure country air where no pavements retard;
 Where the swift flying wheels flash back the sun's rays,
 And brighten the path and the long summer days.

What joy thus to speed
 Far away from the town,
 On this swift, silent steed,
 Like the light thistledown!

And coast the long hills, over valley and plain,
 From the hum of the mills, up the steep ridge again,
 And gaze on the glories spread out 'neath the eye;
 The gleam of the river, the wood, the blue sky,—
 All nature is smiling, for sweet spring is nigh.

Then mount, and away on the wings of the wind,
 And countless new pleasures you surely will find;
 Our band is united, come woe or come weal;
 Three cheers, and a tiger; hurrah for the wheel!

Walking. Chapter Two.—Walking is a perpetual falling with a perpetual self-recovery. It is a most complex, violent, and perilous operation, which we divest of its extreme danger only by continual practice from a very early period of life. We find how complex it is when we attempt to analyze it, and we see that we never understood it thoroughly until the time of the instantaneous photograph. We learn how violent it is when we walk against a post or a door in the dark. We discover how dangerous it is when we slip or trip and come down, perhaps break-

ing or dislocating our limbs, or overlook the last step of a flight of stairs, and discover with what headlong violence we have been hurling ourselves forward. And yet we walk with confidence nor fear a fall.

If the present agitation for good roads is continued by the motorists of many Southern states it will only be a question of a year or two before it will be possible for automobilists to tour through the South on new highways, which will compare favorably with those in many of the states of the North. That is one of the things that wheelmen never accomplished. The South did not respond to the call for good roads as the North did. No publisher could find material for a good-roads map in the South and none was ever published. The big auto can push reform along lines that little brother cycle could never exploit.

"Is Mr. Bromley in?" asked the caller.

"He is not, sorr," Pat answered politely. "Shure, he won't be in till four o'clock, or mebbe after."

"Where's he gone?"

"He went to ride in his interim, sorr."

"His what?"

"His interim. 'Tis a tony name fer buggy, I'm thinking. Half an hour ago Mishter Bromley says to me, 'Pat,' says he, 'I'm ixpictin' Mishter Dobbs here some time this afternoon, but I guess he won't be after gettin' here yet awhile, so I'll go downtown

in the interim.' An' with that he druv off in his buggy."—Lippincott's.

The California asphalt producers, wishing to become more prosperous at the expense of their fellow citizens, have petitioned Congress to raise the present duty on asphalt, crude and refined, to \$3.36 a ton. The present duty is \$1.50 on the crude and \$3 on the refined. The good roads committee, co-operating with state highway commissions, also with the national grange and other organizations devoted to the improvement of American roads, declares that if the duty is increased, as contemplated, progress in good roads will be delayed for years. Therefore, the proposed increase in asphalt duties is an attempt to barricade American highways—a holdup, as it were, for the benefit of a few Pacific coast plutocrats. Another robbery in shape of a tariff tax.

Chaplain Joyce, who has created a sensation among the soldiers at Walla Walla by calling for legislation making religious instruction compulsory among soldiers and fixing some means whereby credit for attendance on divine service shall be given, and charging that with no regulations to force the soldiers to attend divine service, atheism, skepticism and agnosticism prevail throughout the rank and file, evidently thinks that when the band plays "Onward, Christian Soldier," the tune ought to fit the facts. Wonder if the chaplain will call their

attention to that chapter of the decalogue which says: "Thou shalt not kill"?

The trial of the damage suit against Dr. Julian P. Thomas over in New York has established the fact that if a young woman invites a young man to take her to ride in his automobile and then gets hurt in a smashup she cannot recover damages from him, although if a young man invites a young woman to ride with him, and she gets smashed up, he may be liable. It isn't a good idea, anyway, for young women to invite young men to take them out to ride, but then we are ready to take the risk.

PLEDGES FROM LIFE MEMBERS.

I agree to pay the sum set against my name yearly on the first day of January for five successive years to enable the League of American Wheelmen to continue its good work and to maintain an official magazine devoted to the interests of the organization. This agreement to be void in case of my death.

In response to the circular sent out by the Ways and Means Committee we have had up to April 27, the following pledges:

E. G. Whitney, Dover, N. H.	\$1.00
E. H. Scheuber, New York	1.00
W. H. Lord, New York	1.00
A. G. Fisher, one new member	1.00

JOINED IN 1887.

A list of those who joined the League of American Wheelmen in 1887 and are still in good standing.

- 426—Mrs. Abbot Bassett, Newtonville, Mass., Jan. 21.
 428—B. Nafis, Woodside, New York, Feb. 11.
 429—P. S. Collins, Philadelphia, Feb. 11.
 430—A. C. Van Gilder, Point Pleasant, W. Va., Feb. 11.

- 432—W. L. Verhoeff, Louisville, Ky., Feb. 18.
 434—Estus E. Eames, Salem, Mass., March 4.
 435—J. Emory Tippet, Boston, Mass., March 11.
 436—E. B. Hutchinson, Cambridge, Mass., March 11.
 441—Theo F. Merseles, Jersey City, N. J., April 29.
 443—Dr. Wm. D. Kempton, Cincinnati, O., April 29.
 444—Chas. F. Bane, Nelson, Ga., May 13.
 446—George S. Hill, Bridgeport, Conn., May 27.
 449—H. R. Nightingale, Providence, R. I., June 3.
 452—John B. Roberts, Harrisburg, Pa., June 17.
 455—Marion X. Chase, Peoria, Ill., July 8.
 456—J. F. Dings, Ottumwa, Ia., July 8.
 457—Harry Kahler, Camden, N. J., July 8.
 458—George L. Cooke, Providence, R. I., July 15.
 459—Mrs. J. Fred Adams, Haverhill, Mass., July 22.
 460—H. Otto Barth, Cincinnati, O., July 22.
 461—James A. Scott, Narberth, Pa., July 29.
 462—John S. Bagby, Rushville, Ill., Aug. 5.
 464—Joseph J. Bliss, Alameda, Cal., Aug. 12.
 465—F. M. Spinning, Seattle, Wash., Aug. 26.
 466—Henry Clay Remick, Philadelphia, Pa., Sept. 16.
 468—John E. Domschke, New York City, Oct. 7.
 469—R. P. Stout, Bethlehem, Pa., Oct. 14.
 470—J. W. Packard, Warren, O., Oct. 21.
-

J. F. McGowan writes from Fergus Falls, Minn.: "Dear Sir: Enclosed please find \$1.00 in paper to cover my renewal for this year. While I seldom ride a wheel now, I like to keep in touch with those who do and for the sake of Auld Lang Syne I want to keep the L. A. W. alive. I shall never forget the meeting in Niagara along in the nineties and yet expect to have a tour awheel in and around Boston. Our state is awakening to the value and our county will expend \$20,000 the coming summer for Good Roads, Hurrah. Yours fraternally, J. F. McGowan."

Mr. Alvey A. Adee, Assistant Secretary of State, is off on his annual bicycle tour. He writes under date April 2: "Dear Secretary: I am glad to have you remind me that my subscription to the L. A. W. is about due. All of my arrangements are very much delayed this year, but I have pleasure now in enclosing one dollar for the renewal of my

subscription, and on the blank I have called attention to my wish that you send me also the English C. T. C. card. I expect to sail for France for my annual bicycle excursion on the 15th instant by 'La Provence.' With kind remembrances, very truly yours, Alvey A. Adee."

A WORD OF APPRECIATION.

My Dear Editor: I enclose my renewal without asking the question that I used to have to answer so often that throat sometimes refused to perform its usual function. The question which I allude to was:

"What do I get for my dollar?" Those of us who are left are not apt to ask such questions. We are not quite so mercenary. It is fully worth the dollar to be able to perpetuate an organization of those who "fit and bled" for wheelmen's rights. Rich with pleasant recollections is the name of the "L. A. W." The bitterness of some of our internecine strivings is forgotten and only the pleasant remains.

Of course when we call the roll of those who stood with us in our local and state contests and find so many of them have gone to their last home, it does make one a little sad and lonesome.

Then again when we see others reaping what we sowed, i. e., enjoying the "Good Roads" we fought so hard for and not even thanking us for our pains, we may be inclined to resent the ingratitude of the public and wish for a moment that they might have to go back to the roads as we found them so that they would actually know what they owe to the efforts of the sometimes humble wheelman.

Still of all "The pictures that hang on memory's walls" there are perhaps none that possess for me more interest than those concerning cycling. The friends made then were tried and true. We knew each other better than we ever could in any other way.

Hoping that the old organization may continue, I beg to remain as ever,

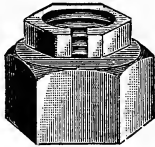
Fraternally yours,

William D. Kempton.

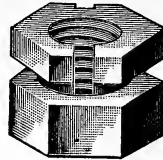
Cincinnati, April 3, 1908.

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is what **COLUMBIA LOCK NUTS** have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



REGULAR



IMPROVED

Not like other nuts, they will NOT shake loose.

No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—**FREE**. A booklet with prices mailed on application.

COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.

ALONZO D. PECK,

DISTRIBUTER FOR

POPE MANUFACTURING CO.

178 Columbus Avenue,

HEADQUARTERS FOR

**Columbia, Hartford and
Fay Juvenile Bicycles:
Reading Standard Motorcycles.**

During the winter months we will make special reduced rates for overhauling and cleaning your bicycle, and getting it in readiness for next season's use:

Bassett's Scrap Book

A MAGAZINE FOR RIDERS OF THE WHEEL
OFFICIAL ORGAN LEAGUE OF AMERICAN WHEELMEN

A magazine that is read from cover to cover and therefore a first-class advertising medium for bicycles and sundries. Also for anything useful to men. Our rates:—\$1.50 an inch. Repeat, if unchanged, \$1.00 an inch.

Entered as Second-Class Matter, March 10, 1904, at the Post Office, at Boston Mass., under the Act of Congress, March 3, 1879.

Vol. 7. No. 4

JUNE, 1909

5 Cents

“Beautiful June! Sunshiny June!
The earth and the air are in perfect attune,
Singing to welcome thee, beautiful June.

“Now good-by to the books, for our teachers shall be
Just the hills and the trees and the glorious sea,
In the sunshine of June who so happy as we?”

MONTH OF THE LONGEST DAYS.

From our twenty-ninth birthday we stepped over into June.

May 31, 1880. Thirtieth anniversary next year. What a lot of things we've taken in during the passage.

Count that day lost whose low descending sun finds at thy hands no early morning run.

Greetings from President Taft to the Good Roads Convention at Baltimore, May 18. He's all right!

It is not always safe to gauge prosperity by the number of men one sees riding bicycles.

An East St. Louis judge has ruled that the evening meal is supper and not dinner. Without going into the merits of his decision, we'll have to admit that we admire the judge's bravery. We never did like having dinner for supper.

"In twenty years from now we will all be flying," says a scientist. But we shan't be able to walk on the ceiling.

Prohibition may not prohibit, but it is quite an inconvenience to the man who wants a drink.

"A metaphysical physician now tells mothers not to punish their children for naughtiness, but to play to them on the piano by way of correcting their faults." Poor little kids!

The man who loafs on the corner and insists that he has nothing left to live for, usually gets home in time for his meals.

Don't send letters by express. The U. S. government has a monopoly of the business and you must patronize it. The Pope Mfg. Co. has been sending its missives from headquarters to factory by express and Uncle Sam has vigorously sat down upon the practice. The Government is a trust that we cannot disturb. It can hit the outside trusts, but the outside trust cannot hit back.

When you discuss the proposition of a dustless road surface you naturally think you are only debating the comfort of the drivers of automobiles and

horses, but you really are considering a home problem. Every successful effort, therefore, to get rid of road dust in the spring and summer aids in maintaining a contented household.

NOT THAT,—BUT.

It is not this riding on cycles
That tires a man almost to death,
But it's bringing up coal from the cellar
That fritters away his last breath.

It is not this riding for record,
On the quarter-mile bicycle track;
But it's beating a dusty old carpet,
That throws a man flat on his back.

It is not all this hill-climbing labor,
That will knock a man all of a heap;
But it's chopping up wood in the morning,
That will give him a grave long and deep.

It's not the long night at a "Smoker,"
That makes many give up the strife;
But it's walking the floor with a baby
That makes a man tired of life.

The spring fashions decree that men who aim to be correctly dressed shall make their clothing bear some relation to their complexions. Thus, a black-haired man will wear a black suit; a gray-haired man a gray suit; a red-headed man a red suit; a bald-headed man—well, he wouldn't be well dressed even if he followed the fashion.

"American men do not make love enough," says Elinor Glyn. She ought to see them on a moonlight picnic.

Find the Man.—Harper's Weekly publishes the record of a journey afoot around the world. Harry A. Franck, the author, relates this experience at the village inn of La Charite, France.

The village inn was distinguished from the private dwellings by a mere bundle of dried fagots above the door. I entered, to find myself in a room well stocked with wooden tables, with here and there a trio of villagers over their wine and cards, blowing clouds of smoke at the unhewn beams of the ceiling. In answer to the customary signal—the tapping of pipes on the tables—an elderly woman appeared and inquired in the cold, brusque voice of formality wherein she could serve me.

“You have lodgings, n'est-ce pas?”

A sudden startling silence greeted the first suggestion of a foreign accent. Cards paused in mid-air, pipes ceased to draw, tipplers craned their necks to listen, and madame surveyed me deliberately, even a bit disdainfully, from crown to toe. Evidently satisfied with her inspection, she subdued her scowl, admitted that she had been known to lodge travelers before, and hurried off to bring the register, while the smoking and the drinking and card-playing were slowly and half-heartedly resumed.

Madame scrutinized intently each stroke of the coarse pen as I filled in the various blanks, puzzled several moments over my “passport,” and dropped all her brusqueness with the stiff dignity that had hidden her natural loquacity.

“What! You are an American? Why, another

American has lodged here. It was in 1882. He was making the tour of the world on a bicycle. He came from Boston"—she pronounced it with a distressing nasal—"but I could not understand his French. He did not pronounce the r. He said 'fonce' when he meant 'français.' Instead of 'terre,' he said 'teah.' I will give you his bed. He had not many hairs on his head. Do you eat ragout also in America? He wore such funny pince-nez. You'll find that fine wine. He had hurt his foot—" And thus she chattered on, through my supper and up the stairs to my sleeping quarters.

The room once graced by the man from Boston was stone-floored with whitewashed walls, and large enough to have housed a squad of infantry. Of the two beds it contained—carefully curtained off and scrupulously clean—I should have preferred the one nearer the window. Unfortunately, my compatriot of the pince-nez had chosen the other, and madame would not hear of my violating the precedent thus established.

If the bicycle man had given his address as New York we should have said I. B. Potter. We had an idea that Thomas Stevens was the first wheelman to go around the world, but he did not leave New York till September, 1885. Find the man.

It is not often that a proffered order for seventy high grade bicycles is permitted to go begging, but this proved the case with the order for that number of bicycles which are desired by the New York Police Department. Although the Department ad-

vertised for bids, there were no bids to be opened, for the good all-sufficient reason that none had been received.

C. M. Fairchild of Chicago has always been a hard and faithful worker for the League. He has started a crusade in Chicago to pull back into the League some of those who were prominent in League affairs several years ago. We had good times then; why not now? Men can't play alone, nor work to advantage alone. A solitary wheelman is not bad, but four of a kind is better.

Congratulations to our Ex-President. In spite of opposition from a number of ultra-conservative members of the Michigan House of Representatives, Highway Commissioner Horatio S. Earle has secured the passage by that body of his famous highway bill increasing the appropriation for good roads in Michigan to \$300,000 for the ensuing two years. Commissioner Earle has for many years been a most consistent advocate of good roads in Michigan and the present victory is almost entirely due to his work and faith in his doctrine.

Another boy cyclist killed in Boston by being run over by an automobile. This kind of thing is becoming altogether too common.

Walking. Chapter Three.—Two curious facts are easily proved. First, a man is shorter when he is walking than when at rest. We have found a very

simple way of showing this by having a rod or yardstick placed horizontally, so as to touch the top of the head forcibly, as we stand under it. In walking rapidly beneath it, even if the eyes are shut, to avoid involuntary stooping, the top of the head will not even graze the rod. The other fact is, that one side of a man always tends to outwalk the other, so that no person can walk far in a straight line, if he is blindfolded.

The National Museum at Munich has two specimens of the Draisienne, the very oldest type of bicycle. Baron von Drais de Saverbrun was a famous rider in his time, and not only used the machines on his extensive journeys as Master of the Woods and Forests, but for the use of his employes and messengers of the Royal Court of Bavaria in the suburbs of Nymghenburg about 1820 to 1830. To this period belonged the two machines which were added by the (local) Royal Antiquarian Society, in 1888. One of these machines has cranks and pedals which the old machine of the Baron had not, for it was propelled by an impetus given from the feet upon the ground. It has been found that the cranks and pedals were added to the old machine by a hitherto unheard of celebrity, Karl Kech, in a freak of inventive foresight, about 1862—certainly not earlier. This—1862—is, however, early enough to dispose of Pierre Lallement, of Paris, as the inventor of the bicycle, for he did not come on the scene for about three years afterwards. So, if every one had their rights, Karl Kech ought to be hailed

as the true inventor of the bicycle. It was, however, merely a flash of genius; perhaps the machine was never ridden—certainly, there is no evidence of any other ever having been made.

E. W. B. of Philadelphia has come back to his first love and brought his son along. It is a good thing for a son to ride in the wheel tracks of his Dad: "It gives me great pleasure to hand you here-with my check for \$1, the usual annual contribution to the welfare of the League. It is gratifying to note from your monthly magazine the activity displayed and the interest taken in the old organization by the original members. May prosperity continue and the membership gradually grow up to the figures of about ten or twelve years ago. A few years ago I sidetracked temporarily the bicycle for the horse, but am again taking up riding with my young son, who is an enthusiast on the wheel. A little later on I hope to send in his application as a member of the League."

T. R. C. of Philadelphia hopes for a resumption of wheeling in Quakerdom: "On account of the advance in car fares it looks as if there would be an impetus in the bicycle interest in Philadelphia. The people are aroused here and wheels are going through the streets bearing a sign, 'Buy a wheel and save carfare.' I have been a constant and faithful rider for eighteen years and love the wheel as much today as ever. If the general public knew of

its beneficent effects more of them would ride a wheel."

J. A. King wants us all to get together: "I notice in the May issue of your Scrap Book you mention that Mr. A. G. Bachelder of New York wants a 'reunion.' The writer, who joined the L. A. W. many years ago and who expects to stand by the organization, is also heartily in favor of a reunion in the city of New York. I think it would be an awful good thing to meet the old time people again."

J. H. D. is still happy and with us: "Count on me to stay with the League as long as it shall last. What care I if others have stopped riding? I find no less pleasure on the wheel than when the road was crowded with wheels. I get my lungs full of fresh air just the same; harden my muscles just the same; drink in the delights of the open just the same and have as much real enjoyment as ever. It seems to me I shall not care to go to Heaven if I cannot be sure of a wheel over there and I do not doubt my League ticket will be recognized in the Celestial City. What care I if the lazy fellows have left? I am here to stay and I shall not dismount for many years yet."

Good old Fred Graves of Rochester, who sells elevators, is still interested, if not now elevated to the saddle. He sends us his renewal with a message. "Like a few other old chestnuts of the early

days of bicycling I still wish to hold membership in the League."

A pleasant word from B. T. C. of Kentucky: "Enclosed find my renewal, which I take pleasure in sending. There is nothing quite so dear to me as the wheel and the memories of wheel days. I hope the League will be kept up. You certainly deserve credit for your part in the work. Enjoy the 'Scrap Book' very much."

C. H. G. writes from New York City: "Friend and Brother—I take unusual pleasure in sending you the enclosed dues and subscription for the year beginning on the 1st prox. and congratulate you on having restored your Scrap Book to its proper function—that of a wheelmen's organ, instead of being a little of everything in general and nothing in particular. Let us all stick to our colors and pray for the renaissance of bicycling—and pay as well as pray. I must also thank you for your courteous letter of almost a year ago in reply to my gentle kick on the unrepresentative character of the little magazine."

For convenience in comparing speeds made on land by various vehicles, as well as by horses and men, the following table of mile records has been prepared:

Electric locomotive, 27 seconds, 1903.

Automobile, 28 1/2 seconds, 1906.

Steam locomotive, 32 seconds, 1893.

Motorcycle, unpaced, 1 minute, 49 $\frac{2}{5}$ seconds, 1904.

Running horse, 1 minute, 35 $\frac{1}{2}$ seconds, 1890.

Pacing horse, 1 minute, 55 seconds, 1906.

Trotting horse, 1 minute, 58 $\frac{1}{2}$ seconds, 1905.

Man skating, 2 minutes, 36 seconds, 1896.

Man running, 4 minutes, 12 $\frac{3}{4}$ seconds, 1887.

Man walking, 6 minutes, 23 seconds, 1890.

It will be observed that the difference between the locomotive and the automobile is trifling. For one hundred miles the record of the steam locomotive is much better than that of the auto. However, both the electric locomotive and the auto may be expected to show further improvement, as their development is incomplete, while their steam brother has attained about the limit.

An English inventor has brought out a "Cycloplane." He thus describes it: "The device consists of a canvas plane divided into three compartments longitudinally: reception chamber, compressing room, and delivery exit. These are internal features. Externally it veers like a windvane, but with restrictions; it oscillates over the joint, again with restrictions; and it can be set at any desired inclination when commencing a journey. It is not necessary to alter the inclination while traveling, but it is an advantage to alter for rear winds. With the wind astern cycling is more like dry-land sailing.

"'Cycloplane' is the name I have bestowed upon my aeroplane-bicycle, one idea of which is to 'lift' part of the weight off the tyres, and make cycling

easier thereby. It would be difficult to say precisely how much weight is 'lifted,' as this depends upon many things. (Traveling down a hill on the lee slope of the valley in a gale of wind, I have been actually 'lifted' off the road into the air.) It depends upon the size of the cycloplane, its inclination, and traveling speed and the wind velocity, qualified by its direction. The difference in speed with the same exertion may be anything from two to ten miles, according to these circumstances. During 600 miles of testing in all weathers I have had no accident, nor been blown over, even on the occasion when I was completely 'lifted,' which was quite a pleasant experience."

"Didn't I tell ye to feed that cat a pound of meat every day until ye had her fat?" demanded an Irish shopkeeper, nodding toward a sickly, emaciated cat that was slinking through the store, says Everybody's.

"Ye did thot," replied his assistant, "an' I've just been after feedin' her a pound of meat this very minute."

"Faith an' I don't believe ye. Bring me the scales."

The poor cat was lifted into the scales. They balanced at exactly one pound.

"There!" exclaimed the assistant triumphantly. "Didn't I tell ye she'd had her pound of meat?"

"That's right?" admitted the boss, scratching his head. "That's yer pound of meat all right. But"—suddenly looking up—"where the divvil is the cat?"

JOINED IN 1888.

A list of those who joined the League of American Wheelmen in 1888 and are still in good standing.

- 473—Edward W. Bair, Philadelphia, Pa., Jan. 20.
- 477—George M. Halsey, New York City, Feb. 17.
- 480—Capt. G. P. Spofford, Campello, Mass., Feb. 24.
- 482—Con Leenhouts, Milwaukee, Wis., March 2.
- 483—Quincy Kilby, Boston, Mass., March 9.
- 484—A. G. Batchelder, Summit, N. J., March 9.
- 486—J. M. Andreini, New York City, March 16.
- 489—A. W. Kingsbury, Yonkers, N. Y., April 13.
- 490—T. F. Myler, Pittsburg, Pa., April 13.
- 491—Chas. A. Foster, Washington, R. I., April 13.
- 492—George A. Foster, Washington, R. I., April 13.
- 493—Thomas A. Raisbeck, New York City, April 20.
- 494—Milton I. Deane, Fall River, Mass., April 20.
- 495—H. B. Ingraham, Oxford, Mass., April 27.
- 497—E. H. Norris, Cambridge, Mass., April 27.
- 499—Elias Davis, Camden, N. J., May 11.
- 501—George L. Cade, Melrose, Mass., May 11.
- 502—Albert M. Beers, Newton Highlands, Mass., May 11.
- 503—Hugh Miller, Attica, N. Y., May 18.
- 504—Fred Atwater, Bridgeport, Conn., May 18.
- 505—E. P. Hubbell, Toledo, Ohio, June 1.
- 506—W. M. Macomber, Boston, Mass., June 1.
- 509—Spencer G. Ayres, Orange, N. J., June 8.
- 510—Irving Woods, Jacksonville, Ill., June 15.
- 511—A. G. Armington, Melrose, Mass., June 15.
- 512—E. J. Burgess, Baltimore, Md., June 22.
- 513—Herman Herzog, Philadelphia, Pa., June 22.
- 514—Allen W. Swan, New Bedford, Mass., July 6.
- 515—Frederick Law Olmsted, Brookline, Mass., July 13.
- 516—W. H. Reeser, Urbana, Ohio, July 20.
- 518—Dr. T. J. Lee, Brighton, Mass., July 20.
- 520—Jacob A. King, New York City, July 27.
- 521—Rev. W. C. Roberts, Corning, N. Y., Aug. 3.
- 522—D. L. Watson, Jr., Detroit, Mich., Aug. 10.
- 523—H. E. Deats, Flemington, N. J., Aug. 10.
- 525—Andrew C. Berry, Boston, Mass., Aug. 31.
- 527—R. B. Twining, Philadelphia, Pa., Aug. 31.

- 528—Wm. A. Haines, Philadelphia, Pa., Sept. 7.
 530—H. J. Munroe, Somerville, Mass., Sept. 21.
 532—Henry F. Pollman, Toledo, Ohio, Oct. 5.
 533—H. C. Drenning, Baltimore, Md., Oct. 12.
 534—George L. Estey, Worcester, Mass., Oct. 12.
 535—E. A. Simonds, Somerville, Mass., Oct. 12.
 536—Frank W. Burbank, Nashua, N. H., Oct. 12.
 537—W. H. Field, Green Bay, Wis., Nov. 2.
 539—John Dolph, Baltimore, Md., Nov. 9.
 540—Chas. E. Markham, Buffalo, N. Y., Nov. 16.
 542—I. F. McGowan, Fergus Falls, Minn., Nov. 30.

The next publication will exhaust the list of those who are Pioneers of the L. A. W., having joined during the first decade of its existence.

No. 455, published in May issue, is Marion X. Chuse, not "Chase," as printed.

JOSEPH G. DALTON.

There died May 27 last past a very familiar figure in wheeling circles. Mr. Dalton obtained from Timms & Lawford one of the bicycles sent over to the Centennial Exposition at Philadelphia in 1876. Up to that time he had been a rider of the old velocipede. Equipped with the new Paragon bicycle he rode 1,000 miles in 1877 and from that time until a few years since he rode the wheel persistently. Alfred D. Chandler and B. P. Browne rode the bicycle in Boston before Dalton attempted it, but there is no question of his right to third place.

He was the earliest poet of cycling, his verse taking the form of parodies on Swinburne, Holmes, Longfellow and other well-known poets. He did some very good work in this direction. He published an edition of his collected verse in a volume entitled "Lyra Bicyclica." A member of the Boston Bicycle Club for many years he was well known to local wheelmen and universally respected. He was 84 years of age at the time of his death.

LIFE.

Life is a burden to everyone's shoulder—

None may escape from its trouble and care;
Miss it in youth and 't will come when we're older,
And fit us as close as the garments we wear.

Sorrow comes into our home uninvited,
Robbing our hearts of the treasures of song;
Lovers grow cold, and our friendships are slighted,
Yet somehow or other we worry along.

'Midst the sweet blossoms that smile on our faces
Grow the rank weeds that would poison and blight;
And e'en in the midst of earth's beautiful places
There's always a something that isn't just right.

Yet oft from the rock we may pick a gay flower,
And drink from a spring in a desolate waste;
They come to the heart as a heavenly dower
And naught is so sweet to the eye or the taste.

Everyday toil is an everyday blessing,
Though poverty's cottage and crust we may share;
Weak is the back on which burdens are pressing,
But stout is the heart which is strengthened by prayer.

Somehow or other the pathway grows brighter,
Just when we mourned there was none to befriend;
Hope in the heart makes the burden seem lighter,
And somehow or other we get to the end.

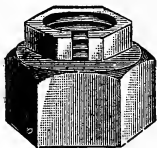
—(?)

Of the many quaint limericks extant the following is probably the gem. Before reading, it would be judicious to notice that Sawbridgeworth is pronounced by the natives "Sapsed":

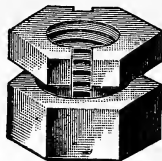
There was a young person of Sawbridgeworth,
Who threw a flat iron at chawbridgeworth;
For this little freak
She confronted the beak,
And got "jugged" till three month has elawbridgeworth.
—Liverpool Post.

“The Cheapest Life Insurance”

is what **COLUMBIA LOCK NUTS** have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



REGULAR



IMPROVED

Not like other nuts, they will NOT shake loose.

No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—**FREE**. A booklet with prices mailed on application.

COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.

ALONZO D. PECK,

DISTRIBUTER FOR

POPE MANUFACTURING CO.

178 Columbus Avenue,

HEADQUARTERS FOR

Columbia, Hartford and

Fay Juvenile Bicycles:

Reading Standard Motorcycles.

During the winter months we will make special reduced rates for overhauling and cleaning your bicycle, and getting it in readiness for next season's use:

Bassett's Scrap Book

A MAGAZINE FOR RIDERS OF THE WHEEL
OFFICIAL ORGAN LEAGUE OF AMERICAN WHEELMEN

A magazine that is read from cover to cover and therefore a first-class advertising medium for bicycles and sundries. Also for anything useful to men. Our rates:—\$1.50 an inch. Repeat, if unchanged, \$1.00 an inch.
Entered as Second-Class Matter, March 10, 1904, at the Post Office, at Boston Mass., under the Act of Congress, March 3, 1879.

Vol. 7. No. 5

JULY, 1909

5 Cents

CRACKERS AND SQUIBS.

Poor roads are good grounds for repairing them.

The Wright brothers are men of the highest aspirations.

Is it right to call it a single wheel when the rider is wedded to it?

We had a pleasant call last month from Charles K. Alley all the way from Pasadena, Cal. He was at one time Secretary of the L. A. W. and he comes East once in so often to wheel around the Hub.

Herbert W. Knight, the old-time official stenographer of the League, was in Boston last month. We had a pleasant chat with him.

Dr. Louis C. Le Roy of New York City sailed for a rest abroad in Switzerland last month.

Milo M. Belding, Jr., has been through a serious illness. At last accounts he was much better and

drinking in health down among the sea breezes at Atlantic City.

Crackers and cheese go well together except on the Fourth of July. Perhaps the cheese is afraid the crackers will rocket.

The Newton Bicycle Club is having, this month, its annual run to the hills of New Hampshire, where under the shade of the old apple tree at Amherst will be held the quarterly meeting and the annual bath in Lake Baboosic. The club claims the record for the longest time going to meeting. With a President named Beers they hope to do honor to the host who is Fuller.

C. P. Buchanan, one of the pioneer members, located at Pittsburg, Pa., has been transferred to the Watertown (Mass) Arsenal. He will now discover what a really good road is.

We hear from all around that the bicycle is coming back. It doesn't have to. It has never left us. What we want is to hear of the tourist and the clubs coming back.

It is always pour weather when it rains hard.

"The Philadelphia Press" has won the first round in its fight to abolish toll roads and toll gates in Pennsylvania. A legislative commission has been appointed to investigate the whole subject and report to the next Legislature on the best means of getting rid of what "The Press" calls a nuisance and a

check on the commercial progress of the state. Don't you remember the fights we had over these same toll roads? The wheelmen used to evade the fare charged those who were riding by carrying their wheels on their shoulders past the toll gates. It is a good thing they are gone.

Walking. Chapter Four.—Selected from Joe Cone.—“I haven't got a limousine, or ary aeroplane. I haven't got a coach an' six, not e'en a special train. I haven't got a bicycle, nor yet a hoss an' team. I git along all right, by jinks, 'thout gaserline or steam. I travel jest by shank's mare an' never hev no fear but what I'll reach my stoppin' place the same day in the year; no artificial rigs fur me, no busted tires or bones; no landin' all up in a heap upon the highway stones. I may be slow a-gittin' round, an' cause the world to stare, but I will git there by an' by, all right side up with care.”

The other day at the meeting of the presbytery of Hamilton, attention was called to the fact that a “church member and communicant” had desecrated the Sabbath by motoring several miles to church, although he had places of worship close at hand. The offender made his peace by explaining that he had motored on the Sunday “for the good of the church and to the glory of God.” Twenty years ago such an irregularity would have been censured and the culprit would very likely have been excommunicated for a season of repentance and reformation.—London Truth.

TO A PERFECT WIFE.

When touring on your mount you sit,
 I love to watch you, keen and fit;
 My pleasure 'tis for your sweet sake
 To mend your tires, adjust your brake.

And when we seek a wider range,
 And take our tandem for a change,
 O what a rapture 'tis to see
 Your dainty form in front of me!

A motor-cycle, too, I keep
 To spare you toil when roads are steep;
 Bue ere I wrestle with the wind
 I fix your trailer firm behind.

On double-tricycle we ride,
 And lover-like chat side by side.
 You gently aid my task the while
 And pay part-passage with a smile.

And when each day has near'd its end
 Who can like you my whisky blend?
 So deftly kindle my cigar
 Or pass me the tobacco-jar?

Blest mate! who thus your powers employ
 To lessen worry, add to joy;
 When you no more can safely roam
 I'll sell our stock and bide at home!

—F. B. S. in C. T. C. Gazette.

Fruitarian diet is to be vigorously advocated this summer by the Order of the Golden Age of England, which has opened an international headquarters in London. The following are given as advantages of a fruitarian diet: Man's physical structure demonstrates that he is a fruit-eating creature; flesh food is very frequently diseased, and so causes many distressing maladies; fruitarian food is superior in

nutritive value to the flesh of animals. If man adopted a fruitarian diet, said Dr. Robert Bell at the headquarters, there was no reason why he should not attain the age of 128. Be a fruitarian by all means.

The idea of starting the working day two hours earlier will never become popular. A majority of people will continue to favor the old-fashioned habit of turning over and going to sleep again. By the way,—will they set the clock back or forward? This is what the world is debating just now.

A motor manufacturing concern of Vienna has offered a prize of \$200 for a device by which the speed of an automobile may be kept to fifteen miles an hour.

Dalton, Ducker, Myler! Three prominent ones gone. We are all waiting our turn.

Did you know that cycling was a potent worker in the cause of temperance? The old-time bicycle served to take mankind into the open, away from tempting saloons, says a correspondent, and it was first to let down the bars into pastures new. Therefore despise not the humble wheel, the predecessor of the masterful automobile, for it knocked out the dull city living, with its cramped, unaesthetic associations and freed the understanding for better things. The chauffeur and the motor reign where once the cyclist spun along into the country freshness and enjoying all the privileges of the highway.

Cyclists speed in motor cars, or take the trolleys nowadays, and tomorrow they will be looking down on us from their airships!—Boston Herald.

Although he was mild in his speech and manner the old gentleman played golf well. But once when he made a fizzle he ejaculated vehemently the word "Assouan!" A few moments later, when he had made another bad play, he repeated: "Assouan!" The fourth time one of his friends said: "I certainly do not want to be inquisitive, but will you tell me why you say 'Assouan' so often?" "Well," said the old gentleman, "isn't that the biggest dam in the world?" He was a clergyman.

Under a new law which went into effect on May 1st, all business establishments in Australia are required to close at noon on Saturdays, cycle stores and a few others being excepted.

In the early days of cycling nearly the whole royal family of England took to the tricycle. Now comes word across the Atlantic that King Edward VII is riding the three-wheeler as a health exercise. As goes Edward so goes the social world.

A scientist says only quiet women are beautiful. We have no comment to offer. We're simply printing this for any possible good it may do.

Prof. Darwin, the English astronomer, who has shown that the length of days on the earth was once only three hours, and that they have been gradually

lengthened by tidal friction, predicts that eventually the length of the day will be just the same as the length of the year. Only think how pleasant it will seem to draw your wages at least fifty times a day! And think how many centuries you can ride in a day.

The definition of success enunciated by Mrs. A. J. Stanley of Lincoln, Kan., is well worth the \$250 paid for it by a Boston publisher. It runs thus and is a good thing to paste up somewhere in sight: "He has achieved success who has lived well, laughed often and loved much; who has gained the respect of intelligent men and the love of little children; who has filled his niche and accomplished his task; who has left the world better than he found it, whether by an improved poppy, a perfect poem or a rescued soul; who has never lacked appreciation of earth's beauty or failed to express it; who has always looked for the best in others and given the best he had; whose life was an inspiration, whose memory a benediction."

PLEDGES FROM MEMBERS.

I agree to pay the sum set against my name yearly on the first day of January for five successive years to enable the League of American Wheelmen to continue its good work and to maintain an official magazine devoted to the interests of the organization. This agreement to be void in case of my death.

In response to the circular sent out by the Ways and Means Committee we have had up to June 28, the following pledges:

Chas. K. Alley, Pasadena, Cal.	\$4.00
Dr. Louis C. Le Roy, N. Y. City	5.00

MR. TREVOR F. MYLER.

Mr. Trevor F. Myler, one of the best known men in cycling circles of Pennsylvania, and well known to old time League members, received injuries on Memorial Day which led to his death the following day. Our correspondent at Pittsburg sends us the particulars.

Myler had been riding motors for about a year, but had never bought one. Was on a rented machine and going at forty miles an hour or like forty (I am not sure which expression he was reported to have used), with a car coming after him at a faster gait. He turned into a cross street and seeing that the car was going to take the same course (turn to the left), he rode wide to give the driver a chance to pass to his left. This fellow was evidently not a League man and so ignorant concerning the laws of the road and concluded Myler was going wide to make the turn and that he would swing over to the left, which of course he had no thought of doing. Myler went as close to the curb as he could, but the car hit him and he went under. The driver was new at the business and after running clear over him got his car in back motion and backed clear over the helpless fellow. It occurred about 5 o'clock Monday afternoon the 31st of May and Myler died the next evening about 8. He was conscious until shortly before he passed away and suffered dreadfully. The ribs were torn from the spinal column with consequent laceration of the main nerve centres.

Mr. Myler was deeply interested in amateur sports, particularly in bicycling from the inception of the sport in its latter day form, and was one of the founders of the Keystone Bicycle Club. He joined the L. A. W. in April, 1888, and was one of those whom Pennsylvania always sent to represent her at the national gatherings. He served as Official timer at nearly all the amateur athletic contests in western Pennsylvania, and this was a work in which he took special pride. He was the Pittsburg supervisor of the Equitable Life Assurance Society, and for years had occupied a position with that corporation. In private life Mr. Myler was a man of many friends—friends who admired him for his good qualities of head and heart—a man to whom many people owe a tribute of gratitude and affection. His memory is fragrant with kindnesses which his friends will never cease to remember.

HENRY E. DUCKER.

Died June 13, 1909, at Lake George, N. Y., Henry E. Ducker, aged 61. For many years one of the most conspicuous figures in the cycling world. He did things in a large way, he drew about him men who drank in some of his own enthusiasm and proved able lieutenants in his work.

Mr. Ducker was born in London, England, June 27, 1848, and when five years old came to this country with his parents and received his education in Brooklyn. He then learned the printer's and bookbinder's trade in Springfield, Mass., and in 1887 went to Buffalo to become superintendent of the art printing department of the Matthews-Northrup Company, in which position he remained for ten years. In 1899 he was appointed examiner of printing bills by the State Comptroller, which necessitated his removal to the capital at Albany, N. Y.; he held that office at the time of his death.

Mr. Ducker first came into prominence when in October, 1882, he brought Hendee down from Springfield to Boston and wrested the national L. A. W. 1 mile championship from Lewis T. Frye, the Boston favorite. This was Oct. 20, 1882, and the race was held at Beacon Park as a part of the program incident to the Fall Meeting of the Board of Officers L. A. W. A tournament had been held at Springfield the previous September, but this had not attracted anything more than ordinary attention. Hendee's victory put him in the lime light and the following September, 1883, occurred the first of that series of world-famed Springfield tournaments. Twenty-three thousand people were gathered in Hampden Park. Ducker was a skilful advertiser. He started a paper of his own, "The Wheelmen's Gazette," which gained a large circulation. At Buffalo, and at Boston, Ducker promoted tournaments, but he never repeated the successes of Springfield. His attempt to create a middle class of riders between the amateur and professional was the cause of his decadence. Ducker was a big-hearted, whole-souled man; universally respected and loved. Those who disagreed with him in his methods retained their respect for him. He was one of the landmarks of cycling and we wish he might have been spared to us longer.

Died in New York City, June 28, 1909, Matthew Gibb, a life member of the L. A. W., formerly President of the Century wheelmen, of New York City and for many years an active wheelman. Always ready to do his part.

WHAT'S IN A NAME?

I know a man whose face is long,
He never laughs or sings a song—
His name is Hope.

I know a man so grum and cross
For happiness he's at a loss—
His name is Smiles.

I know a man who couldn't tell
What year it was that Carthage fell—
His name is Wise.

I know a man who mops his brow
And says, "Good Lord, it's sizzling now!"—
His name is Snow.

I know a man who's always blue,
No matter what he tries to do—
His name is Brown.

I know a man who vows that he
Will never, never happy be—
His name is Bliss.

I know a man who's very high
And people praise him passing by—
His name is Lowe.

I know a man who drags his feet
And seems too blooming tired to eat—
His name is Swift.

JOINED IN 1889.

A list of those who joined the League of American Wheelmen in 1889 and are still in good standing.

- 543—John M. Campbell, New York City, Feb. 1.
544—M. A. Tenney, Oswego, N. Y., Feb. 1.
546—Geo. H. Lane, Allston, Mass., April 5.
(Now at Buenos Ayres.)
547—Wm. H. Gove, Salem, Mass., April 5.
548—H. W. Sweely, Kane, Pa., April 5.
553—Murray Schenck, Artesia, N. M., April 12.
554—John J. Fecitt, Dorchester, Mass., April 12.
555—G. F. Chavel, Buffalo, N. Y., April 12.
559—Dr. Louis C. Le Roy, New York City, April 19.
560—Albert L. Pope, Hartford, Conn., April 19.
561—Eli Silverburg, St. Louis, Mo., April 19.
562—Harry Shlauderman, Decatur, Ill., April 26.
563—Wm. H. Bacon, West Newton, Mass., April 26.
564—James H. Grover, Lynn, Mass., April 26.
565—George W. Nash, Wollaston, Mass., April 26.
566—J. Milton Erwin, Paris, France, April 26.
567—Frank S. Hoyt, Worcester, Mass., April 26.
569—John F. Giering, Nazareth, Pa., May 3.
570—George Vaux, Jr., Philadelphia, Pa., May 3.
571—Wm. H. Porter, New York City, May 10.
573—Richard Pinksohn, Allston, Mass., May 17.
575—G. Carleton Blake, Providence, R. I., May 17.
576—John H. Andrews, Brooklyn, N. Y., May 17.
577—Chas. F. Mosser, Allentown, Pa., May 24.
578—John R. Durfee, Fall River, Mass., May 24.
578a—John A. Jamison, Jr., Jersey City, N. J., May 24.
579—George W. Hubbell, Montclair, N. J., May 24.
580—Robert R. Herne, Rockport, Mass., May 24.
581—Reuben S. Swan, Brookline, Mass., June 7.
582—Percy M. Reese, Baltimore, Md., June 7.
583—Paul Schissel, Brooklyn, N. Y., June 7.
584—John N. Brooks, Torrington, Conn., June 7.
585—Wm. M. P. Bowen, Providence, R. I., June 21.
587—Lewis D. Castor, Rochester, N. Y., June 21.
588—Thomas Ward, Hackensack, N. J., July 5.
589—D. Henry Rosell, Philadelphia, Pa., July 5.
591—Thomas S. Byrne, Philadelphia, Pa., July 26.

- 592—Mrs. John S. Bagby, Rushville, Ill., July 26.
 593—Walter E. Swan, Boston, Mass., Aug. 16.
 594—W. C. F. Reichenbach, Topeka, Kan., Aug. 30.
 595—R. C. Craigie, Chicago, Ill., Sept. 6.
 596—Arthur B. Smith, Hartford, Conn., Sept. 13.
 597—I. H. Tiffit, New York City, Sept. 20.
 599—Geo. G. Greenburg, Chicago, Ill., Sept. 20.
 601—Joel C. Bolan, Cambridge, Mass., Sept. 27.
 607—Frederick Colson, Detroit, Mich., Nov. 22.
 608—James R. Brewer, Baltimore, Md., Nov. 22.
 609—Wm. C. Shapleigh, Lockport, N. Y., Nov. 29.
 611—Joseph W. Swan, Boston, Mass., Nov. 29.
 615—Miss Emily B. Mitchell, Washington, D. C., Dec. 27.
 617—L. E. Boyer, Pittsburg, Pa., Dec. 27.

Inadvertently omitted from list of

1887

- 471—Edward M. Heustis, Charlestown, Mass., Oct. 21.

This includes the list of Pioneers. We had intended to stop right here, but there has been so much of a demand that we go further, that we shall continue the lists for a while.

The motor cycle record between New York and Boston has been lowered. Joseph Noe, of Jersey City, on June 13th last covered the distance of 249 miles in 20 hours 36 minutes, which is 2 hours 56 minutes better than was accomplished by Fred I. Perreault, of Malden, Mass., on June 13, 1908. The rider left City Hall, New York City at 12.01 A. M. and reached Boston City Hall at 8.37 P. M.

The New Continental Handbook of the C. T. C. for 1909-10 is issued. It contains lists of hotels, tariffs, etc. The price is one shilling eightpence to members only. Our members who take out the C. T. C. are allowed the same rate.

Motoring is now the manly art of self expense.

TRIAL SUBSCRIPTIONS.

Here are three chances at trial subscriptions. No foreign or Canadian subscriptions taken under this proposition. Good until Sept. 30th.

OFFER NUMBER ONE.

McClure's Magazine	15 cents a copy, 3 months	.45
Pictorial Review	15 cents a copy, 3 months	.45
World Today	15 cents a copy, 3 months	.45
Youth's Companion	5 cents a copy, 3 weeks	.15
Modern Priscilla	10 cents a copy, 3 months	.30
Van Norden Magazine	15 cents a copy, 3 months	.45
Little Folks	10 cents a copy, 3 months	.30
Pacific Monthly	15 cents a copy, 3 months	.45

ALL FOR ONE DOLLAR VALUE \$3.00

OFFER NUMBER TWO.

Success Magazine	10 cents a copy, 3 months	.30
Pictorial Review	15 cents a copy, 3 months	.45
Van Norden Magazine	15 cents a copy, 3 months	.45
Travel Magazine	15 cents a copy, 3 months	.45
Modern Priscilla	10 cents a copy, 3 months	.30
Pacific Monthly	15 cents a copy, 3 months	.45
Metropolitan Magazine	15 cents a copy, 3 months	.45
Youth's Companion	5 cents a copy, 3 weeks	.15

ALL FOR ONE DOLLAR VALUE \$3.00

OFFER NUMBER THREE.

Pictorial Review	15 cents a copy, 3 months	.45
Modern Priscilla	10 cents a copy, 3 months	.30
Van Norden Magazine	15 cents a copy, 3 months	.45
Mothers' Magazine	5 cents a copy, 3 months	.15
Little Folks	10 cents a copy, 3 months	.30
Pacific Monthly	15 cents a copy, 3 months	.45
Health Culture	10 cents a copy, 3 months	.30
Youth's Companion	5 cents a copy, 3 weeks	.15

ALL FOR FIFTY CENTS VALUE \$2.55

ABBOT BASSETT, Subscription Agent

221 Columbus Ave., Boston, Mass.

PERIODICAL LIST.

We publish a list of such periodicals as will allow a discount to subscribers. Many magazines will not allow the list price to be cut. All such we do not schedule. Others will not allow price to be cut on a single subscription but will give a large discount when a club is formed. Note that many of the Periodicals below are designated by a letter or by Roman numerals.

To form a club—Figure Class A at 65 cents; Class B at \$1.35; Class C at 35 cents. The Roman numerals represent 25 cents for each figure (VII means \$1.75). If the club calls for three magazines add 35 cents to combined price. That is our profit. If four or more magazines, add 10 cents for each magazine for our profit.

Many of the Magazines have special clubs. Those who want periodicals not included in list below will do well to send for our prices. There are many combinations to be made besides the regular ones.

The first column gives list price; the second column, our price.

Ainslee	B	1.80	1.80
American Boy	A	1.00	1.00
American Business Man	VII	2.00	2.00
American Machinist Weekly		4.00	3.80
American Magazine	A	1.00	1.00
American Photography		1.50	1.35
Appleton's	IV	1.50	1.50
Atlantic		4.00	3.45
Automobile	IX	3.00	3.00
Automobile Topics		2.00	1.75
Baseball Magazine	IV	1.50	1.25
Bicycling World		2.00	1.75
Bohemian	IV	1.50	1.50
Bookman	IX	2.50	2.50
Book News Monthly	III	1.00	.90
Boston Cooking School	A	1.00	1.00
Burr McIntosh	VIII	3.00	3.00
Busy Man's Magazine	V	2.00	2.00
Camera		1.00	.90
Camera Craft	A	1.00	.90
Century		4.00	3.85
Children's Magazine (Mrs. Burnett).....	A	1.00	1.00

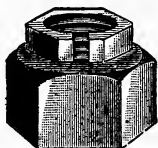
Cosmopolitan	A	1.00	1.00
Country Life	XII	4.00	4.00
Current Literature	IX	3.00	3.00
Cycle & Auto Trade Journal	B	2.00	1.60
Etude for music lovers	IV	1.50	1.50
Garden	A	1.00	1.00
Good Housekeeping	A	1.00	1.00
Green Bag		4.00	3.75
Harper Bazar	A	1.00	.90
Harper Magazine or Weekly		4.00	3.45
Human Life .....		.50	.40
International Studio	XVII	5.00	4.50
Judge	VIII	5.00	4.50
Life		5.00	4.50
Motor Boat		2.00	1.75
Motor Car		1.00	.90
Motor World		2.00	1.75
North American Review	XIV	4.00	3.75
Outing	B	3.00	3.00
Photo Era	IV	1.50	1.50
Photographer		2.00	1.65
Photographic Times	IV	1.50	1.50
Pictorial Review	A	1.00	1.00
Professional & Amateur Photography		1.90	.90
Puck		5.00	4.25
Reader	B	3.00	2.25
Recreation	B	3.00	2.00
Review of Reviews	B	3.00	3.00
Saint Nicholas		3.00	2.85
Scientific American		3.00	2.75
Scientific American & Supplement		7.00	6.00
Smart Set	B	2.50	2.50
Suburban Life	B	3.00	3.00
Success	A	1.00	1.00
Table Talk	III	1.50	1.50
Technical World	IV	1.50	1.50
World's Work		3.00	3.00

ABBOT BASSETT, Subscription Agent

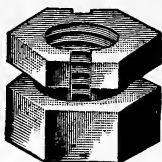
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“The Cheapest Life Insurance”

is what **COLUMBIA LOCK NUTS** have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



REGULAR



IMPROVED

Not like other nuts, they will NOT shake loose.

No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—**FREE**. A booklet with prices mailed on application.

COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.

ALONZO D. PECK,

DISTRIBUTER FOR

POPE MANUFACTURING CO.

178 Columbus Avenue,

HEADQUARTERS FOR

Columbia, Hartford and

Fay Juvenile Bicycles:

Reading Standard Motorcycles.

During the winter months we will make special reduced rates for overhauling and cleaning your bicycle, and getting it in readiness for next season's use:

Bassett's Scrap Book

A MAGAZINE FOR RIDERS OF THE WHEEL
OFFICIAL ORGAN LEAGUE OF AMERICAN WHEELMEN

A magazine that is read from cover to cover and therefore a first-class advertising medium for bicycles and sundries. Also for anything useful to men. Our rates:—\$1.50 an inch. Repeat, if unchanged, \$1.00 an inch.

Entered as Second Class Matter, March 10, 1904, at the Post Office, at Boston Mass., under the Act of Congress, March 3, 1879.

Vol. 7. No. 6

AUGUST, 1909

5 Cents

THE GO-AWAY TIME.

To stay at home is in very bad form. Git!

The flies and mosquitoes also quit the city for the country. Our vacation is their busy season.

Dr. Eliot's list of best books contains none of the kind one would care to read in a hammock. Wait until Autumn.

"Don't marry the men—fight them," says Mrs. O. H. P. Belmont. But why not marry them first?

Praying for the eradication of mosquitoes will not accomplish a great deal. You've simply got to hit 'em and hit 'em hard.

"So you think he's really in love, eh?"

"No doubt about it. Why, he thinks she's attractive in auto goggles."—Louisville Courier-Journal.

Which meal does a poor bicycle resemble? Breakfast.

A CYCLING LAMENT.

(With apologies to the author of an old song.)

The day is dull, the rain descends,

I'm sadly situated;

No kindly tree its shelter lends,

My tyre is much deflated;

And, as I wander, far from gay,

Its flatness does remind me

That I must walk a weary way

To the pump I left behind me.

I took that tyre off before

I realized my muddle;

I dropped the nuts upon the floor,

Or rather in a puddle;

Then, feeling for the pump, the tear-

Drops came enough to blind me,

On finding it so sadly clear

That the pump was left behind me.

Oh, ne'er shall I forget the pang

That tore my heart on spying

(With words I now tone down to "hang")

The pump at home was lying.

I've prayed for long, and prayed in vain

Some motorist will find me,

And take me safely home again

To the pump I left behind me.

There's not a soul upon the road,

I'm wet and tired and lonely,

No man to ease my sorrow's load,

No "girl to call me only."

Of oaths I'm sadly prodigal,

Severe enough to bind me,

That henceforth never, never shall

The pump be left behind me.

—Irish Cyclist.

It was a musical man who gave his four daughters the following names: Do-re, Mi-fa, So-la, Ti-do.

The first escaped with the nickname Dora, the second answered Miffy, the third owned up to Solly, while the youngest generally got Tiddy.

Before automobiles were invented, what did people do who were in a hurry?

T. K. Hastings holds the record for time on a motorcycle from New York to Boston and return, 486 miles in 26 1/2 hours. Made June 25. Count the towns and cities through which he passed to find out how many times he broke the law.

A scientist declares that every time a man lies he unconsciously wriggles his big toe. Blessed is the man who invented shoes.

\$122,000,000 spent for automobiles last year. The amount will reach \$200,000,000 this year. The auto-ists seem to have about all the money there is.

The future's uncertain. Don't "scorch" in this world.

"Care will kill a cat," but the cat doesn't care. Now if it would only kill mosquitoes!

In answer to many inquiries we will again announce that numbers will be changed next fall and new numbers will be issued in 1910.

The Wheel About the Hub will start this year on the Saturday preceding Labor Day and will con-

tinue the next two days. A large turn out is expected. Many will come from New York and Philadelphia. Changing the date to Labor Day will lead to a much larger attendance than usual.

The iceman, like the politician, never gets tired of delivering his little piece.

It's when the thermometer stands high in the community that it gets glared and glowered at.

As against the 41,000 motor vehicles all told in Germany there are more than 160,000 automobiles in the United States, or twice the number in use throughout all Europe. In New York state alone there are about 70,000 cars registered.

If dogs think, as a scientist says, why is it that some of them stick so everlastingly close to a worthless man?

The thirty million people of the Turkish empire are still practically without motor cars. The government is now about to spend several million dollars on good roads and between Damascus and Bagdad a motor car service is likely to be established soon.

In Massachusetts anyone "who operates a motor vehicle for the purpose of making a record" shall be punished by fine up to \$200 or imprisonment up to six months or both.

The National Assembly is down for September 3d. New officers will be nominated and several items of special business will be considered. A dinner at Hendrie's will lead off the ceremonies.

Will it never down? The motorcyclists are having exciting discussions over the amateur question. Greed comes with speed and it is no easy matter putting on the check rein.

Dear Old Scrap Book.—An old-time member of the L. A. W. and an always-to-be member, I am sending, with my renewal, a message from the backwoods of Illinois. I ride the wheel every day and it helps me in my business. I am a letter carrier, and I want to tell you how I saved time and had a lot of pleasure on one of my trips. The roads were hard and I was pretty well done up early in the game. I came to a grove where they were holding a picnic, and will you believe it, I found at that grove everyone for whom I had a letter in my pouch. It was a quick delivery and I had time to take in the picnic. Great is the wheel. I have five men to whom I deliver Scrap Books and they read it before they do their letters. Ex-Racer.

Springfield again to be a centre of the racing interest. Jack Prince has built a third of a mile board track of the most approved kind in the old time cycling centre. The track is unique in that it is in the form of a true circle, 560 feet in diameter on the inside, and measuring a full third of a mile in circum-

ference at the pole line. All intricate problems as to the proper curves and banking turns into straight stretches are eliminated by reason of its being circular instead of elliptical, the track being banked at 40 degrees uniformly all around. The structure is located about three miles from the business centre of Springfield, close to a trolley line, and will be provided with ample dressing room accommodations for the riders and great seating capacity for the spectators. The ground on which it is built is perfectly level, and in addition to motorcycle racing the immense amphitheatre will in its centre afford an arena for baseball or football games and other forms of athletic sport. Jack used to set the benches aroar but the fellows who knew him then know him no more.

Walking. Chapter Five. Concerning Girls.—The modern girl is at her worst when she walks. Her feet are dressed in low shoes with high heels, and her stride is out of all proportion to her height. Her right arm is swung vigorously back and forth, while the left one clutches a handbag, and holds it at the waist line, with elbow aggressive. Her chest is depressed and her head, with its marvelous adornment, is thrust forward.

When a girl walks heavily she is always walking incorrectly, and is never graceful. Girls are not altogether to blame for this, as they are told from childhood to "throw their shoulders back," which has a tendency to put the weight on the heels, a strain on the back, and to throw the head forward.

Instead, the young should be told to throw the chest forward, and the head and shoulders will take their right position. Correct poise leaves each organ free to do its work, especially the lungs and diaphragm, upon whose action we depend for the very breath of life.

Poise—or right position of the body—is the first essential for health or grace. In order that there shall be no pressure on any organ in standing, or strain in walking, the weight must always be over the balls of the feet. This may easily be acquired by rising on them, then letting the heels go slowly down, without tipping the body back. From this simple exercise one soon forms the habit of keeping the weight well forward—the centre of gravity falling between the insteps. In this position all pressure is taken off the back, which has borne our burdens quite long enough.

Our fellow-member, Alvey A. Adee, of the State Department, Washington, D. C., has returned from his annual bicycle tour abroad. Every summer for the past twelve years, Adee has taken a European cycling trip of about two months. He avoids the big cities, making his route through the smaller towns, often leaving the beaten paths entirely to tour a remote country district which he feels is worth investigating. He speaks all the principal European languages, most of them with a perfect accent, and in his rambles he takes occasion to sound the natives as to what they think of their government, of the United States, of the army, of the

other European countries and of things in general. With his knowledge of statecraft, his cycling expeditions result in his having a quite accurate gauge on popular sentiment in foreign countries.

"Never have I enjoyed anything so much as the cycle tour which I have been having the past two months," said Adee, as he stepped off the steamer a few days ago. "I left the United States on April 15, taking my holiday in France this time. I cycled for 56 days, carrying all the clothes I needed. It was the greatest sort of sport. If Secretary Hay had followed my practice of summer cycling tours, he would be alive today. During my trip I covered about 1,700 miles, and I am now prepared to return to the hot weather terrors of Washington without fear." Among its terrors may be mentioned the carelessness of workmen. One of his first experiences came near being serious. Mr. Adee was standing near his bicycle on the basement floor of the department, under an open shaft formed by the circular stairway. Workmen above were moving a section of a filing cabinet to the second floor. In some manner they released their hold, and the cabinet pitched over the stairway railing to the basement. Mr. Adee, who was standing within a few feet of the cabinet, was not hurt.

When we do a thing it is well to know just why we do it. There must be a thought before every action. The simple act of sending a shirt to the laundry involves varied psychological states. A. F. Sheldon of Libertyville, Ill., tells us what occurs.

"First the man feels an interest in sending his shirt to be laundered," says Mr. Sheldon. "But before he actually does the deed his mind must be built up to the intenseness of his desire. The desire must blaze up until it melts the will. It is not until the will is touched that the decision is really made to have the work done." Did you know it?

According to "The Regiment" (English), General Sir Charles Douglas once said: "Give me 10,000 well-disciplined cyclists, and I will guarantee to hold up any invading army that attempts to land on our shores." In this connection he tells an amusing story. He was carrying out some cyclist manoeuvres a few years ago, and arrived at one position where he found a troop of men sitting calmly under a hedge watching an opposing force of cyclists rapidly approaching them. He called the attention of the subaltern in command to the fact that he was in danger of being cut off from his main body, and asked him what steps he proposed to take. The reply he got considerably astonished him. "Don't you worry about those chaps, sir," said the young officer, "I have peppered their road pretty well with sixpennyworth of tin-tacks. Wait till they get off to mend their punctures and I will round the whole of them up in something like no time."

Misery loves company—but it's tough on the company.

NATIONAL ASSEMBLY.

The Annual Meeting of the National Assembly, L. A. W., will be held at Hendrie's, Talbot Avenue, Dorchester, Mass., on Friday evening, September 3.

Those who so desire can join in a dinner prepared for us by mine host Hendrie at 6 p. m. same day. Kindly notify Secretary Bassett on or before September 1 if you intend to be present at the dinner.

Fraternally,

Abbot Bassett,

Secretary-Treasurer.

Walter M. Meserole,

President.

 CAN THEY BE FOUND?

We should be very glad to have the addresses of the following members. They are life members of years ago whom we have lost trace of. They do not take the official organ and we have lost trace of them. We give the only addresses that we have, but these are insufficient and repeated attempts of ours to locate the men have been of no avail:

James P. Downs, Newark, N. J.
 Wm. C. Frazee, New York City.
 George A. Paillard, New York City.
 Neill Campbell, Niagara Falls, N. Y.
 Aug Henke, Schenectady, N. Y.
 Edward P. Mowton, New York City.
 Chas. D. Williams, Philadelphia, Pa.
 Thomas Hockley, Philadelphia, Pa.
 Richard Dallett, Philadelphia, Pa.
 Harold R. Lewis, Philadelphia, Pa.
 Henry A. Lewis, Philadelphia, Pa.
 Arthur P. Lewis, Philadelphia, Pa.
 Frank N. Lewis, Philadelphia, Pa.
 Richard Dallett, Philadelphia, Pa.
 I. Clarence Marsh, Chicago, Ill.
 A. C. Stewart, St. Louis, Mo.
 George Martin Huss, New York City.
 Frank Detwiler, Philadelphia, Pa.
 Chas. A. Snyder, Philadelphia, Pa.

Ed L. Fry, Harrisburg, Pa.
 A. F. Snyder, Weissport, Pa.
 Edward E. Mead, Springfield, Mass.
 David H. Ludlow, Philadelphia, Pa.
 Henry H. Ludlow, Philadelphia, Pa.
 H. S. Stursburg, Jr., Holyoke, Mass.
 Wm. McD. Lee, Lyndhurst, Va.
 B. J. Holcombe, Detroit, Mich.
 John B. Roberts, Harrisburg, Pa.
 Frank Stevens, Harrisburg, Pa.
 H. W. Arnold, Binghamton, N. Y.
 H. G. Latimer, Wilmington, N. C.

JOINED IN 1890.

A list of those who joined the League of American Wheelmen in 1890 and are still in good standing.

- 618—Henry G. Chamberlain, Chelsea, Mass., Jan. 3.
 520—Samuel A. Miles, New York City, Jan. 10.
 621—Archie D. Mower, Auburn, Me., Jan. 31.
 622—Harry C. G. Ellard, Cincinnati, O., Jan. 31.
 624—J. B. Rich, Philadelphia, Pa., March 7.
 626—Frederick A. Fernald, Buffalo, N. Y., April 4.
 627—H. C. Huntress, Boston, Mass., April 4.
 629—John F. Clark, Great Kills, N. Y., April 4.
 631—Wm. F. Reinecke, Guttenberg, Ia., April 4.
 633—Albert R. Farrington, Portland, Me., April 11.
 634—W. B. Daoust, Defiance, O., April 11.
 635—Francis H. Smith, Hartford, Conn., April 11.
 636—J. Roy Brown, Quincy, Ill., April 11.
 640—Chas. J. Sayers, Hoosick Falls, N. Y., April 25.
 641—John W. Robson, Malden, Mass., May 2.
 645—Penrose Fell, Philadelphia, Pa., May 2.
 646—H. G. Irwin, Philadelphia, Pa., May 2.
 649—C. Lee Abell, Buffalo, N. Y., May 16.
 652—John Pagan, Jr., Yonkers, N. Y., May 16.
 653—Harry V. Casey, Baltimore, Pa., May 16.
 654—A. M. Mattice, South Boston, Mass., May 16.
 658—Chas. F. Libby, Lowell, Mass., May 23.
 661—Herman S. Hering, Concord, N. H., May 23.
 662—B. Todd Crutcher, Frankford, Ky., May 30.
 663—Jonathan Ormerod, Lawrence, Mass., June 6.

- 665—Wm. O. Wiley, Charlestown, Mass., June 6.
666—A. A. Burnand, Los Angeles, Cal., June 6.
668—W. Linn De Beck, Cincinnati, O., June 13.
672—George Y. McCracken, Philadelphia, Pa., June 20.
674—J. T. F. Bruckner, Philadelphia, Pa., June 20.
676—George T. Bush, Bellefonte, Pa., June 27.
677—George C. Wheeler, New York City, July 4.
678—Fred W. Sherman, Port Huron, Mich., July 4.
680—Duffield Ashmead, Philadelphia, Pa., July 4.
681—M. J. Gilbert, St. Louis, Mo., July 4.
684—George E. Schaut, Philadelphia, Pa., July 11.
685—Martin Stotz, Philadelphia, Pa., July 11.
686—George H. Lokes, Philadelphia, Pa., July 11.
687—Dr. Clarence J. Blake, Boston, July 18.
688—E. T. McManus, New York, N. Y., July 18.
691—Jesse Scribner, Chicago, Ill., July 25.
694—Mrs. T. F. Myler, Pittsburg, Pa., Aug. 1.
695—J. L. Lowther, Pittsburg, Pa., Aug. 1.
696—John S. Driver, Riverside, Ill., Aug. 1.
697—Martin C. Rotier, Milwaukee, Wis., Aug. 1.
699—Ernst Z. Bower, Olney, Ill., Aug. 8.
705—J. T. McIntyre, Baltimore, Md., Aug. 15.
706—L. Owen Miner, New York City, Aug. 15.
707—Morris Barker, Lawrence, Mass., Aug. 22.
710—Walter South, Philadelphia, Pa., Aug. 29.
711—C. E. Snyder, Lowell, Mass., Sept. 5.
713—James J. Hunt, Wakefield, R. I., Sept. 12.
715—Albert S. Comstock, Norwich, Conn., Sept. 19.
717—Francis H. Easby, Philadelphia, Pa., Sept. 26.
718—George L. Wadsworth, Brooklyn, N. Y., Sept. 26.
719—John O. Varley, Hyde Park, N. Y., Oct. 3.
720—George T. Stebbins, Brooklyn, N. Y., Oct. 10.
721—P. A. Meserole, Ridgefield, N. J., Oct. 17.
722—Harry C. Allen, Yonkers, N. Y., Oct. 31.
725—E. O. Chase, Newark, N. J., Nov. 21.
726—Ernest Eakin, Cameron, Mo., Nov. 28.
727—E. H. Hammer, New York City, Dec. 5.
729—George F. Tenney, Pittsburg, Pa., Dec. 19.
-

Had there never been a yowling feline we never should have known the priceless worth of a catless night.

TRIAL SUBSCRIPTIONS.

Here are three chances at trial subscriptions. No foreign or Canadian subscriptions taken under this proposition. Good until Sept. 30th.

OFFER NUMBER ONE.

McClure's Magazine	.....15 cents a copy, 3 months	.45
Pictorial Review	.....15 cents a copy, 3 months	.45
World Today	.....15 cents a copy, 3 months	.45
Youth's Companion	..... 5 cents a copy, 3 weeks	.15
Modern Priscilla	.....10 cents a copy, 3 months	.30
Van Norden Magazine	...15 cents a copy, 3 months	.45
Little Folks	.....10 cents a copy, 3 months	.30
Pacific Monthly	.....15 cents a copy, 3 months	.45

ALL FOR ONE DOLLAR VALUE \$3.00

OFFER NUMBER TWO.

Success Magazine	.....10 cents a copy, 3 months	.30
Pictorial Review	.....15 cents a copy, 3 months	.45
Van Norden Magazine	...15 cents a copy, 3 months	.45
Travel Magazine	.....15 cents a copy, 3 months	.45
Modern Priscilla	.....10 cents a copy, 3 months	.30
Pacific Monthly	.....15 cents a copy, 3 months	.45
Metropolitan Magazine	...15 cents a copy, 3 months	.45
Youth's Companion	..... 5 cents a copy, 3 weeks	.15

ALL FOR ONE DOLLAR VALUE \$3.00

OFFER NUMBER THREE.

Pictorial Review	.....15 cents a copy, 3 months	.45
Modern Priscilla	.....10 cents a copy, 3 months	.30
Van Norden Magazine	...15 cents a copy, 3 months	.45
Mothers' Magazine	..... 5 cents a copy, 3 months	.15
Little Folks	.....10 cents a copy, 3 months	.30
Pacific Monthly	.....15 cents a copy, 3 months	.45
Health Culture	.....10 cents a copy, 3 months	.30
Youth's Companion	..... 5 cents a copy, 3 weeks	.15

ALL FOR FIFTY CENTS VALUE \$2.55

ABBOT BASSETT, Subscription Agent,
221 Columbus Ave., Boston, Mass.

PERIODICAL LIST.

We publish a list of such periodicals as will allow a discount to subscribers. Many magazines will not allow the list price to be cut. All such we do not schedule. Others will not allow price to be cut on a single subscription but will give a large discount when a club is formed. Note that many of the Periodicals below are designated by a letter or by Roman numerals.

To form a club—Figure Class A at 65 cents; Class B at \$1.35; Class C at 35 cents. The Roman numerals represent 25 cents for each figure (VII means \$1.75). If the club calls for three magazines add 35 cents to combined price. That is our profit. If four or more magazines, add 10 cents for each magazine for our profit.

Many of the Magazines have special clubs. Those who want periodicals not included in list below will do well to send for our prices. There are many combinations to be made besides the regular ones.

The first column gives list price; the second column, our price.

Ainslee	B	1.80	1.80
American Boy	A	1.00	1.00
American Business Man	VII	2.00	2.00
American Machinist Weekly		4.00	3.80
American Magazine	A	1.00	1.00
American Photography		1.50	1.35
Appleton's	IV	1.50	1.50
Atlantic		4.00	3.45
Automobile	IX	3.00	3.00
Automobile Topics		2.00	1.75
Baseball Magazine	IV	1.50	1.25
Bicycling World		2.00	1.75
Bohemian	IV	1.50	1.50
Bookman	IX	2.50	2.50
Book News Monthly	III	1.00	.90
Boston Cooking School	A	1.00	1.00
Burr McIntosh	VIII	3.00	3.00
Busy Man's Magazine	V	2.00	2.00
Camera		1.00	.90
Camera Craft	A	1.00	.90
Century		4.00	3.85
Children's Magazine (Mrs. Burnett).....	A	1.00	1.00

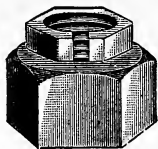
Cosmopolitan	A	1.00	1.00
Country Life	XII	4.00	4.00
Current Literature	IX	3.00	3.00
Cycle & Auto Trade Journal	B	2.00	1.60
Etude for music lovers	IV	1.50	1.50
Garden	A	1.00	1.00
Good Housekeeping	A	1.00	1.00
Green Bag		4.00	3.75
Harper Bazar	A	1.00	.90
Harper Magazine or Weekly		4.00	3.45
Human Life50	.40
International Studio	XVII	5.00	4.50
Judge	VIII	5.00	4.50
Life		5.00	4.50
Motor Boat		2.00	1.75
Motor Car		1.00	.90
Motor World		2.00	1.75
North American Review	XIV	4.00	3.75
Outing	B	3.00	3.00
Photo Era	IV	1.50	1.50
Photographer		2.00	1.65
Photographic Times	IV	1.50	1.50
Pictorial Review	A	1.00	1.00
Professional & Amateur Photography		1.00	.90
Puck		5.00	4.25
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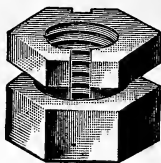
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Entered as Second Class Matter, March 10, 1904, at the Post Office, at Boston Mass., under the Act of Congress, March 3, 1879.

Vol. 7. No. 7

SEPTEMBER, 1909

5 Cents

This issue will go to many who are in arrears for dues. We hope it will prompt them to their duty. We shall renumber the members this winter and we want as many of the old-timers in line as it is possible for us to obtain. In the process of renumbering we fill up all blank spaces and in order to reinstate a delinquent after that we have to duplicate numbers. We hope this will prove a missionary to bring back to the fold the sheep that have strayed away.

TO SCORCH IS A BURNING SHAME.

The Touring Club de France has received a legacy of \$50,000 to be devoted to afforestation of suitable places.

The F. A. M. is hotly discussing the amateur question. This seems like a leaf from the past. Under the amateur proposition is an idea worth trying to and we hope our friends of the motorcycle cause will stand pat.

Rivers do their work without leaving their beds.

Several cases of stolen bicycles this month. There are those who wonder where thieves find the wheels to steal.

The Wheel About the Hub every year brings together old-timers from all about. Wheelmen come to it from New York, Philadelphia, Connecticut and occasionally from California. The wonder is that other cities do not follow the example that Boston has set for them.

A lady on a wheel is a rare sight now-a-days unless it be one on the road to work. The touring lady awheel is seldom seen, more's the pity.

Roller skating went out; cycling has to a large extent gone out; will walking ever go out? Certainly! Man tried to push it out when he took to the bicycle. He found it too hard work. He gave the cycle up for the automobile and now he is looking ahead to a flying machine. The coming man will not walk.

The Bicycling World has started a memorial fund to be used in providing a suitable memorial for the late Colonel Pope.

We are asked, "Who is the Dean of Cycling now that Colonel Pope has left us?" Can't say! There is a whole procession of old fellows who are still pushing the wheel, but many of them would resent the imputation of "old fellow" behind the designation of "Dean."

That was a representative crowd of old-time wheelmen at Colonel Pope's funeral. Very many of those who were at the beginning of things were present. Henry Clay Barnabee, General Nelson A. Miles, Edgar L. Davenport now a well-known actor but an enthusiastic wheelman in the eighties, Lon Peck, Albert S. Parsons, C. Fred Joy, M. L. Bridgman, Charles E. Walker, Wilbur Walker, H. S. Lienhard, Abbot Bassett and many others, representing cycling clubs and the trade.

W. W. Stall, once a cyclist, later an autoist, met with a serious accident on the road last month, near the town of Grafton. He was driving his auto at the intersection of two roads when he saw another auto coming down the hill of a cross street. It was impossible to avoid a collision by stopping and so Mr. Stall put on all speed to run by. The other auto, driven by a Mr. Rixford of Providence, struck the rear wheel of the Stall machine and overthrew it, throwing the occupants out and badly damaging the machine. Mr. Stall was picked up in an insensible condition and it was found that he had a broken collar bone and severe internal injuries. The other occupants of the Stall auto were Mrs. Stall and Mr. and Mrs. Clarence H. Pratt of Grafton. They escaped with a few bruises. The people in the Rixford car escaped injury. Mr. Stall was taken to the home of Mr. Pratt in Grafton and for some time there was doubt of his recovery; but temperate habits and a strong constitution helped him through and he is now very much the same Stall that he used to be

The meeting of the National Assembly and the Wheel About the Hub will have occurred when this number of the Scrap Book is issued. And yet we can have no report of either. A monthly periodical cannot well give quick news. We could have delayed the September issue for a week and got both reports in but we believe it better to run in the grooves and not try to cross country by getting out of them. Both will appear next month.

Walking. Chapter Six.—Which foot walks faster? You may think this a very silly question to ask, but it isn't. It is a simple, demonstrable fact, which you can prove to your own satisfaction in a very few minutes. If you will take a pavement that is clear, so that there will be no interference, and walk briskly in the center, you will find that before you have gone fifty yards you have veered very much to one side. You must not make any effort, of course, to keep in the center, but if you will think of something and endeavor to walk naturally you cannot keep a direct line. The explanation of this lies in the propensity of one foot to walk faster than the other, or one leg takes a longer stride than the other, causing one to walk to one side. You can try an experiment in this way by placing two sticks about eight feet apart, then stand off about sixty feet, blindfold yourself and endeavor to walk between them. You will find it almost impossible.

As against the 41,000 motor vehicles all told in Germany there are more than 160,000 automobiles

in the United States, or twice the number in use throughout all Europe. In New York state alone there are about 70,000 cars registered.—August Scrap Book.

H. L. T. writes: I doubt very much whether any part of the above is correct. Europe is the home of the automobile and motorcycle and other form of self-propelling vehicle. They have advanced well beyond the United States in the manufacture and use of these vehicles and the best makes are all from abroad. Probably more cheap cars are made here. The much finer roads of Great Britain, France and other leading countries of Europe, make motoring a pleasure, which it is not in this country, except in a few locations, as New Jersey, Massachusetts, a small part of New York State and Connecticut. It is only in the good road districts of this country that the auto is in use and such districts are in the vast minority, as you and every member of the League knows. Unfortunately, we have the worst common roads of any civilized country and what few good roads we have are due to the League and its members. Take the publications of the good roads division of the United States Bureau of Agriculture and read what is said about the few miles of good roads compared to the thousands of miles of wretched roads. New Jersey was the pioneer state in the good road movement and it is therefore rather natural that it should be the mecca for autos. In proportion to population, more cars are licensed and in use in New Jersey than any other state.

Automobiles were registered in 1908 as per the following list: Pa., 25,179; N. J., 21,948; Mass., 17,500; N. Y., 15,480; Ohio, 11,030; all the States, 128,283.

The threads of life run smoothly when we spin them on a bicycle.

The moon is shining this month and trying to compensate us for the short days. No use! shrimps are not whales and the moon is not the sun. Oh for a party that would make a constitutional amendment that would give us long days the year around. People go to the Legislature for about everything they want and why not make the sun work longer hours?

THE MOONLIGHT RUN.

The moon shines bright!
 What a lovely sight
 To mount the wheel for a quiet spin,
 After the cares, the toil and din
 Of a busy day.

To swiftly wheel
 Or silently steal
 Through the phantom shadows which bend and sway
 'Neath the rattling trees in this midnight day.

Hark to the tinkle!
 The pretty stars twinkle
 And wink at the moon as the wheels glide by.
 For they love the quick stroke
 Of the glittering spoke.
 But they don't like the honk of the auto behind.

Some things had better be left unsaid, if they cannot be left unthought. There is trouble in Indian-

apolis over the statement made by Dr. Charles A. Pfafflin, chairman of the executive committee of the Indianapolis Humane Society, that "no girl who rides a motorcycle is respectable." As a result of the storm of criticism he evoked, Dr. Pfafflin explained that he did not include married women who rode with their husbands in this category. Now the maiden ladies are hunting for him with hat pins.

You can ride a rented wheel, but not a rented tire.

Boston man says a diet of nuts and pie will make the ordinary life longer than that of Methuselah. Apple, peach, lemon, pumpkin, currant, cherry, rhubarb, custard or mince? With cheese, or without?

The road census undertaken by the Mass. Highway Commission should produce much suggestive information. It will be of value to determine the prevailing routes of highway travel and also to determine the percentage of motor-driven and horse-drawn vehicles. In the future perfection of the highway system of the state it may be possible to simplify the problem of regulation and improve the general service by a better classification of travel. Between two general urban points it will be found in many cases a simple matter to provide two equally convenient routes, one for motor cars and one for horse-drawn vehicles, neither exclusively restricted to their especial class, but each naturally attracting its own. It has been made clearly apparent that highway construction for motor cars presents a problem different from that of serving other forms

of traffic, and the highway commission of the future may be called on to differentiate between motor-routes and the general highway.

A friend of ours says his bicycle is almost human. While riding the other night he heard an odd noise, and he is certain it was his front wheel spoke.

THREE PUSHES OF THE PEN.

This life would bring me few regrets,
 If I could see its struggle out
 With cash to pay my daily debts
 An' not enough to fight about.

A tramp, in Vermont, was so hungry, they say,
 That he ate everything they could put in his way.
 He swallowed the table and clamored for more,
 Then he went for the cupboard and bolted the door.

Raised to the mem'ry of a cyclist bold,
 Who in this life o'er many a "Century" rolled.
 He took a header while his wheel was bowling,
 And now the Centuries will do the rolling.

There is an ancient legend which tells us that when a man first achieved a most notable deed he wished to explain to his tribe what he had done. As soon as he began to speak, however, he was smitten with dumbness, he lacked words and sat down. Then there arose a masterless man, one who had taken no part in the action of his fellow, who had no special virtues, but afflicted—that is the phrase—with the magic of the necessary words. He saw, he told, he described the merits of the notable deed in such fashion, we are assured, that the words "became alive and walked up and down in the hearts of

all his hearers." Thereupon the tribe, seeing that the words were certainly alive, and fearing lest the man with the words would hand down untrue tales about them to their children they took and killed him. But later they saw that the magic was in the words, not in the man.—Kipling.

The professor of psychology at Wellesley throws down the gauntlet when declaring that woman is man's equal in every respect. No exception qualifies this thundering statement and man might as well hide his head and let the storm pass by. What is to be the effect on impressionable young women of such teachings one fears to imagine, for Prof. Eleanor A. McGamble also adds: "Woman is, if anything, superior to man in every occupation." This is rubbing it in. Isn't it singular that masculine cooks, milliners and dressmakers get the top wages?

ALBERT AUGUSTUS POPE.

Died at Cohasset, Mass., Aug. 10, 1909, Colonel Albert Augustus Pope, born in Brookline, May 20, 1843.

Few men were more respected or more widely known in Boston, Mass., or even America, than Colonel Pope.

He began his career as a plowboy at the age of nine years; was a marketer of garden produce before he was 13; commanded a company of home guards when he was 18, and fought at the head of a company of the 35th Mass. infantry on a Virginia battlefield before he was 19.

To the call of President Lincoln in 1863 for 300,000 three-year volunteers the 35th Massachusetts regiment responded, and on August 22, at the age of 19, Albert A. Pope was commissioned as second lieutenant of Co. I.

When Washington was threatened by the confederate army's advance, Captain Pope was chosen to organize a pro-

vincial regiment from the convalescent camp at Alexandria. He had it ready to march in 12 hours, and led it into action at Fort Slocum and Fort Stevens.

When but 21 years of age he was in command of Fort Hell at Petersburg, and at the last attack led his regiment into the city.

Colonel Pope served through the war, having risen to the colonelcy of his old regiment. At the close of the war he returned to his former employers, but soon went into business for himself in the manufacture and sale of shoe manufacturers' supplies.

In 1876 the first imported bicycles began to make their appearance in this country, and Colonel Pope, scenting an opportunity, decided to start manufacturing them in the United States.

The venture proved a success from the start. A craze for bicycling that even the high price of the early machines could not stem swept over the country, and in the very first few years of his business he amassed a fortune.

But Colonel Pope did not stop with his bicycle business. Good bicycles required good roads, and he set out to educate the public, and he put \$60,000 into the Wheelman magazine, which afterwards developed into Outing.

In 1892 the movement was well started, but Pope kept on. For years he endowed a special department of road engineering in the Institute of Technology and induced the Harvard authorities to introduce it in the Lawrence Scientific School.

The turning point in his career came to him when he went into the bicycle trust. From that moment his brilliant career took a downward turn and the later years of his life were largely taken up with the endeavor to save his fortune from a total wreck.

One of his benefactions was the Pope dispensary building, costing \$30,000, a gift to the New England hospital for women and children, on Fayette Street, to commemorate the long professional services of his sisters, Drs. Emily F. and C. Augusta Pope, and their associates in the hospital.

In 1894 Colonel Pope gave 74 acres of land, worth about \$100,000, to the city of Hartford—where he had located his great industrial plant—to be used as a park and pleasure ground.

In late years Colonel Pope had his home on Common-

wealth Avenue and a summer residence on Jerusalem Road, in Cohasset.

A life member of the L. A. W., he always held its interest at heart and his frequent benefactions have been very helpful.

Colonel Pope married, Sept. 20, 1871, Miss Abby Linder of Newton, by whom he had five children, Albert Linder, Margaret Roberts, Harold Linder, Charles Linder and Ralph Linder Pope.

In his will provision is made for his family and for many friends, for the Pope Memorial Church, erected in memory of his deceased son, Charles Linder Pope, and thirteen worthy charities.

The will is dated June 16, 1905, and the executors are the widow, the sons, Albert L. and Harold L. Pope, Edward W. Pope and Robert L. Winkley.

Colonel Pope was an able, warm-hearted, public-spirited gentleman, a man with the courage of his convictions and the ability to carry out large enterprises. He had a host of warm friends who knew his worth and today pay him the tribute of their tears.

CHARLES W. PIERCE.

Charles W. Pierce of Brighton, a life member of the L. A. W., a wheelman from the beginning of cycling and an earnest worker in the cause of cycling and good roads, died last month at the age of 66 years. A member of the Assembly for many years, he was always present at its meetings. He was a man of quiet ways and made little stir in any gathering, but his impulses and his ideas were always in the right direction.

CAN THEY BE FOUND.

We should be very glad to have the addresses of the following members. They are life members of years ago whom we have lost trace of. Our friends have helped us to many addresses on the list of last month, but the names given below are still unaccounted for.

George A. Paillard, New York City.

Neill Campbell, Niagara Falls, N. Y.

Aug Henke, Schenectady, N. Y.

Richard Dallett, Philadelphia, Pa.
 I. Clarence Marsh, Chicago, Ill.
 Frank Detwiler, Philadelphia, Pa.
 Charles A. Snyder, Philadelphia, Pa.
 A. F. Snyder, Weissport, Pa.
 Edward E. Mead, Springfield, Mass.
 David H. Ludlow, Philadelphia, Pa.
 Henry H. Ludlow, Philadelphia, Pa.
 H. S. Stursburg, Jr., Holyoke, Mass.
 William McD. Lee, Lyndhurst, Va.
 B. J. Holcombe, Detroit, Mich.
 Frank Stevens, Harrisburg, Pa.
 H. W. Arnold, Binghamton, N. Y.
 H. G. Latimer, Wilmington, N. C.

JOINED IN 1891.

A list of those who joined the League of American Wheelmen in 1891 and are still in good standing.

- 729—Wm. H. Lord, N. Y. City, Jan. 2.
 730—E. Ross Elliott, M. D., Montgomery, N. Y., Jan. 30.
 732—Frank B. Hale, Nashua, N. H., Jan. 30.
 733—A. F. Buttrick, Everett, Mass., Feb. 20.
 734—Arthur W. Graham, Bloomfield, N. J., March 13.
 735—H. G. Romaine, N. Y. City, March 13.
 736—Chas. T. Harrop, Phila., Pa., March 13.
 737—James C. Tattersall, Trenton, N. J., March 13.
 742—J. Harris Green, Bellefonte, Pa., April 17.
 743—Wm. V. Muller, Cincinnati, O., April 17.
 746—Dr. F. A. Myrick, N. Y. City, May 1.
 748—A. D. Wait, Cohoes, N. Y., May 8.
 749—Annie Maude Griffin, Jefferson City, Tenn., May 8.
 752—S. S. Gano, Chicago, Ill., May 8.
 753—Frank R. Fritz, Wollaston, Mass., May 15.
 758—J. D. Hegeman, Jr., Montclair, N. J., May 15.
 759—Fred G. W. Runk, Allentown, Pa., May 15.
 760—Geo. P. Kessberger, Detroit, Mich., May 15.
 761—Howard L. Burr, Manchester, N. H., May 15.
 762—Mrs. H. K. Lee, Hartford, Conn., May 22.
 764—Mrs. Sara L. Bullard, Poughkeepsie, N. Y., May 22.
 765—Howard L. Coburn, Boston, Mass., May 22.
 771—E. R. Fisher, Charlestown, Mass., May 29.
 772—Leonard D. Hunt, Exeter, N. H., June 5.

- 773—Albert W. Towne, Salem, Mass., June 5.
774—H. R. Terhune, N. Y. City, June 12.
778—Carl G. Barth, Phila., Pa., June 19.
779—C. T. Kuckler, New Rochelle, N. Y., June 19.
782—Thomas W. Davis, Peoria, Ill., July 3.
783—L. J. Manning, Morganfield, Ky., July 13.
786—E. T. Illman, Phila., Pa., July 10.
787—Ira M. Comstock, M. D., N. Y. Mills, N. Y., July 10.
792—E. M. Carpenter, Boston, Mass., July 17.
794—F. W. Gray, Salida, Col., July 24.
795—John H. Steele, West Phila., Pa., July 24.
796—A. E. Harshaw, Phila., Pa., July 24.
797—Joseph B. Hall, Canton, Mass., July 24.
798—Dr. Cyrus J. Strong, N. Y. City, July 24.
803—E. N. Hines, Detroit, Mich., Aug. 7.
804—Frank C. Orr, Pittsburg, Pa., Aug. 7.
806—J. W. Abendroth, N. Y. City, Aug. 14.
807—Daniel A. Cook, Cambridge, Mass., Aug. 14.
809—Miss Sarah A. Risley, Pleasantville, N. J.
810—H. G. Ausbuettel, N. Y. City, Aug. 14.
811—Wm. C. Alderson, Overbrook, Pa., Aug. 14.
812—Harry L. Beach, Hartford, Conn., Aug. 14.
813—C. P. Watson, Peoria, Ill., Aug. 14.
815—David Longfelder, Newark, N. J., Aug. 21.
816—Chas. A. Spaulding, Everett, Mass., Aug. 28.
817—Mrs. C. A. Spaulding, Everett, Mass., Aug. 28.
818—Edward C. Hill, Milwaukee, Wis., Aug. 28.
819—Louis Sturcke, New York, N. Y., Sept. 4.
820—S. P. Willard, Colchester, Conn., Sept. 4.
821—Clovis E. Rounds, Pascoag, R. I., Sept. 4.
822—Fred Halstead, Brooklyn, N. Y., Sept. 11.
823—E. T. Longstreth, Phila., Pa., Sept. 11.
827—E. H. Scribner, Beachmont, Mass., Oct. 9.
829—F. L. Metcalfe, Plainfield, N. J., Oct. 30.
831—A. J. Applegate, Wichita, Kan., Nov. 6.
834—M. L. Knowlton, Minneapolis, Minn., Nov. 6.
835—Mrs. Marion H. Vermilye, N. Y. City, Nov. 6.
836—Marion H. Vermilye, N. Y. City, Nov. 6.
837—F. R. Hazard, Syracuse, N. Y., Nov. 13.
840—Chas. F. Glover, Haverhill, Mass., Nov. 20.
841—David Wickliffe, Columbus, O., Nov. 20.
842—Robert Gentle, Elizabeth, N. J., Dec. 11.
843—W. F. Fletcher, West Somerville, Mass., Dec. 11.

PERIODICAL LIST.

We publish a list of such periodicals as will allow a discount to subscribers. Many magazines will not allow the list price to be cut. All such we do not schedule. Others will not allow price to be cut on a single subscription but will give a large discount when a club is formed. Note that many of the Periodicals below are designated by a letter or by Roman numerals.

To form a club—Figure Class A at 65 cents; Class B at \$1.35; Class C at 35 cents. The Roman numerals represent 25 cents for each figure (VII means \$1.75). If the club calls for three magazines add 35 cents to combined price. That is our profit. If four or more magazines, add 10 cents for each magazine for our profit.

Many of the Magazines have special clubs. Those who want periodicals not included in list below will do well to send for our prices. There are many combinations to be made besides the regular ones.

The first column gives list price; the second column, our price.

Ainslee	B	1.80	1.80
American Boy	A	1.00	1.00
American Business Man	VII	2.00	2.00
American Machinist Weekly		4.00	3.80
American Magazine	A	1.00	1.00
American Photography		1.50	1.35
Appleton's	IV	1.50	1.50
Atlantic		4.00	3.45
Automobile	IX	3.00	3.00
Automobile Topics		2.00	1.75
Baseball Magazine	IV	1.50	1.25
Bicycling World		2.00	1.75
Bohemian	IV	1.50	1.50
Bookman	IX	2.50	2.50
Book News Monthly	III	1.00	.90
Boston Cooking School	A	1.00	1.00
Burr McIntosh	VIII	3.00	3.00
Busy Man's Magazine	V	2.00	2.00
Camera		1.00	.90
Camera Craft	A	1.00	.90
Century		4.00	3.85
Children's Magazine (Mrs. Burnett).....	A	1.00	1.00

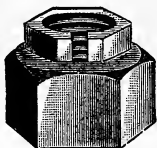
Cosmopolitan	A	1.00	1.00
Country Life	XII	4.00	4.00
Current Literature	IX	3.00	3.00
Cycle & Auto Trade Journal	B	2.00	1.60
Etude for music lovers	IV	1.50	1.50
Garden	A	1.00	1.00
Good Housekeeping	A	1.00	1.00
Green Bag		4.00	3.75
Harper Bazar	A	1.00	.90
Harper Magazine or Weekly		4.00	3.45
Human Life .....		.50	.40
International Studio	XVII	5.00	4.50
Judge	VIII	5.00	4.50
Life		5.00	4.50
Motor Boat		2.00	1.75
Motor Car		1.00	.90
Motor World		2.00	1.75
North American Review	XIV	4.00	3.75
Outing	B	3.00	3.00
Photo Era	IV	1.50	1.50
Photographer		2.00	1.65
Photographic Times	IV	1.50	1.50
Pictorial Review	A	1.00	1.00
Professional & Amateur Photography		1.00	.90
Puck		5.00	4.25
Reader	B	3.00	2.25
Recreation	B	3.00	2.00
Review of Reviews	B	3.00	3.00
Saint Nicholas		3.00	2.85
Scientific American		3.00	2.75
Scientific American & Supplement		7.00	6.00
Smart Set	B	2.50	2.50
Suburban Life ..	B	3.00	3.00
Success	A	1.00	1.00
Table Talk	III	1.50	1.50
Technical World	IV	1.50	1.50
World's Work		3.00	3.00

ABBOT BASSETT, Subscription Agent

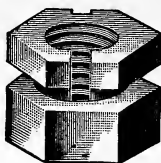
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During the winter months we will make special reduced rates for overhauling and cleaning your bicycle, and getting it in readiness for next season's use:

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A MAGAZINE FOR RIDERS OF THE WHEEL
OFFICIAL ORGAN LEAGUE OF AMERICAN WHEELMEN

A magazine that is read from cover to cover and therefore a first-class advertising medium for bicycles and sundries. Also for anything useful to men. Our rates:—\$1.50 an inch. Repeat, if unchanged, \$1.00 an inch.

Entered as Second Class Matter, March 10, 1904, at the Post Office, at Boston Mass., under the Act of Congress, March 3, 1879.

Vol. 7. No. 8

OCTOBER, 1909

5 Cents

OCTOBER 15, 1909.

It is a full month since we wrote you, in September, and now we are in the middle of Golden October. Winter is still far distant. It is a time for outdoor enjoyments and pleasure lingers in the open country. Get out your wheel for the final rides. The leaves fall, the presage of decay is visible on every hand and all nature is preparing for the inevitable rest that comes with the fall of snow. The splendor of summer has been transformed into the russet of October.

But we want to tell you about what we have been doing since our last issue. First in importance is

THE NATIONAL ASSEMBLY.

We met in Boston at Hendrie's, on Talbot Avenue, and the first thing on the program was a fish dinner served as only Hendrie can serve it. First we had a fish chowder which agreeably tickled the palates of the New Yorkers. Then we had a Scrod of Haddock with Welsh Rabbit Sauce. A thing to make the gods chuckle. Don't spell it "Schrod." Years gone by they used to take a fish called a

"Scrod," which was of the Tom-Cod family, split it open and broil it. But the Tom Cods went out with Blue Point Oysters and Little Neck Clams and now they split a haddock, cook it after the same manner and call it a "Scrod." Then we had a big fish—we forget the name—which was split open and broiled. Very nice. After that we had certain conventional things which need not be mentioned.

Now as to the meeting:—President Meserole presided. There were fifteen present, including four from New York, two from Rhode Island, one from Connecticut and one from Pennsylvania (Geo. T. Bush of Bellefonte).

The Secretary reported a membership of 1,301. During the year past we have lost but 127 members, and of these 15 have been lost by death. Six life members have gone from us: Col. Albert A. Pope, Boston; Charles W. Pierce, Brighton; Matthew Gibb, New York; W. J. Breed, Cincinnati and two from Philadelphia, Harold R. Lewis and Thomas Hockley, who died some time ago, but just reported.

In response to our request for subscriptions we received \$168.50. This helped us over the dull days of winter when our income is small, but the amount is much smaller than the Executive Committee hoped for. The lists are not yet closed.

The Auditor reported receipts \$1,026.93 and expenditures \$1,003.20. Leaving a balance of \$23.73 on hand.

Several amendments to the Constitution were made. The new Sections will now read as follows:

ARTICLE III.

Section 2.—The National Assembly shall consist of the President, Vice Presidents, Secretary-Treasurer and Auditor, the Representatives chosen as hereinafter provided, the Counsellor, and all ex-Presidents, ex-Vice Presidents, ex-Secretaries and ex-Treasurers of the League, who shall be members of the League in good standing.

Section 6.—The annual meeting of the national assembly shall be held on such a day not earlier than August 20th and not later than September 20th in each year, and at such place as may be designated by the President.

ARTICLE IV.

Section 1.—The officers of the League shall be a President, First and Second Vice Presidents, a Secretary-Treasurer, and an Auditor, to be elected as hereinafter provided.

Section 2.—Not later than April 1 in each year the President shall appoint a Nominating Committee of three, which shall report, not later than June 1, a list of candidates for the elective offices. This list shall be published in the official organ of June 15. Any five members of the League may nominate additional candidates by filing a certificate to that effect with the Secretary-Treasurer not later than July 1. All names placed in nomination shall be printed on a ballot and sent to each member of the Assembly at the time of sending the official notification of the meeting. Each member shall express his preference by marking the ballot as per instructions thereupon, signing the same and sending it to the Secretary-Treasurer; provided, however, that any member who attends the meeting may present his vote in person. The votes shall be canvassed during the meeting of the Assembly by a special committee appointed by the President. The candidates having the highest number of votes shall be declared elected and shall take office at the close of the Annual Meeting.

A nominating committee reported and recommended the following candidates for the several offices; the same to be submitted to a mail vote of the Assembly.

President, Walter M. Meserole of Brooklyn, N. Y. (Present incumbent.)

First Vice President, Fred Atwater, Bridgeport, Conn. (Advanced from Second Vice President.)

Second Vice President, Quincy Kilby of Boston. (New.)

Secretary-Treasurer, Abbot Bassett of Boston. (Twenty-third year.)

Auditor, George W. Nash, Abington, Mass. (Sixth term.)

The Secretary-Treasurer was instructed to renumber the members during the coming fall and to renumber both groups of Life Members as one.

The following Resolutions were passed:

Resolved, That in the death of Colonel Albert A. Pope, the League of American Wheelmen has lost a loyal member, a good friend, and one who has been from the first an earnest advocate and a liberal supporter of the cause in which it is engaged. Colonel Pope was one of the founders of the League, has always been interested in its work and by his advice and liberal benefactions very many of its projects have been carried to a gratifying success. We recognize his sterling integrity, his remarkable foresight and his ability to plan and carry out great undertakings. We tender to his family our heartfelt sympathy in this its hour of bereavement, and we hold in loving memory one whom we ever found a genial companion and a power of strength in the cause of cycling and its kindred interest, the improvement of the public highways.

Passed unanimously by a standing vote and the Secretary instructed to enter the same upon the records and send a copy to the family of the deceased.

And then we adjourned sine die.

Abbot Bassett, Secretary.

The next event of importance was the annual Wheel About the Hub, held by the Boston Bicycle Club September 4 and 5 with a lay-over on Labor Day, which was on the 6th. It never rains when the boys are on this trip, but it came very near it this time. When the party was well-housed and asleep the rain came down and it was a very dubious prospect that they looked upon the morning of the second day. But the storm king was kind and stopped the leak just at the time of starting forth. There was just rain enough to lay the dust and the cyclers say the roads were never in better condition for them. But, first of all, let us look at those who went and how they got there.

On Bicycles—Walter G. Kendall, John B. Kelley, Edward F. Kelley, Joseph W. Swan, Theodore Rothe, J. Rush Green, Chas. C. Ryder, Elliot Caldwell, of Boston; John C. Gulick, James M. McGinley and Will R. Pitman from New York; Geo. L. Cook, Providence, R. I.

In Automobiles—Frank W. Weston, Abbot Bassett, Quincy Kilby, Charles W. Reed, W. H. Edmands, Edward Burbeck, Herbert M. Butler, Frank D. Irish, Joseph A. Hendrie, Fred J. Stark of Boston; Charles J. Obermayer, Milo M. Belding, Jr., Fred G. Lee, F. W. Brooks, Jr., George B. Woodward, Kenneth Woodward, Frank P. Share, Xavier Z. Niess, Andrew J. Peters of New York; Elmer G. Whitney, Dover, N. H.; Fred Atwater, Bridgeport, Conn.; Thomas P. Himes, Eugene A. Hemmenway, W. D. Peck, Providence, R. I.

The run started at 10 A. M., Friday. Many

friends were at the start to see us off, and over the old familiar road we traveled once more. Eddie and Freddie and "We" and the other baggage were in a big White steamer and we went at a pace that filled our hearts with joy. We were delegated to play the part of whipper in and to pick up all wounded and distressed riders of the wheel. This put us behind the bicycles and as the wheel goes so went we. It was a delightful "Ohne Hast." We didn't climb any fences nor knock over any telegraph poles; we saw all the scenery, and we were in no instance late to our meals. The many stops to wait for the wheelmen and "us" allowed for the taking of pictures.

Lunch at the Grove of Pleasant Memories with Baked Beans, Roasts, Salads and Deep Apple Pie was as "gorge us" as usual. We climbed Blue Hill. Called at Cobb's. Banqueted at Tudor Farm Club. Kilby and Bassett read verses just as though having done it many years had made them used to it. There were many requests to publish but we think we had better not. Those who don't make verses think that those who do should print them, but those who do know well enough that verses put before a jolly company where chicken, ice cream and other things have circulated freely are not quite up to the mark of what should come to a man in cold type during his sober moments. Some of the party with painful recollections of sleepless nights on rock-bottom cots at Tudor Farm went over to the Sharon House and slept peacefully in good beds provided by an interesting landlady with whom the more susceptible

were well pleased. They did not, however, escape the man who comes around at 5 A. M. with a matutinal bracer of rum and milk.

At the grove of P. M. there was a new event. The Captain called for a special photograph of the "old men," "because," said he, "we may not get another chance!" And so they put four persons, said to be "old men," on improvised seats in a position to be shot at by the picture maker. Then came a demand from the great crowd of youngsters that they be allowed to make a background. And they were indulged. And the five alleged "old men" answered to the names of Weston, Pitman, Reed, Woodward, Bassett, in the order of age.

At Cedar Lodge was held the impressive service in memory of the departed. Charlie Reed gave the bugle calls and Mr. Brittan played taps on the cornet and the usual toast was drunk. The unclean ones went in swimming in their birthday clothes and came out cleansed and purified.

One of the party, delayed at Sharon, was in so much of a hurry to catch the main party that he fell into a trap at Hingham with the usual fine results.

Eddie and Freddie and "we" did the whipper in act the second day and we didn't go into any trap. There was a suggestion that we were blocking the road but we only smiled.

There is so much in these things that cannot be written down that we despair telling the tale. The trip is a great big aggregation of pleasant experiences. Can one say more? The pleasure of these

runs has never been marred by an accident. With so many wheels and so many autos this seems remarkable, yet everything about the affair is remarkable—the company, the route, the weather, the good cheer and the things which refresh the inner man.

Did you know that Tuesday, the 19th, was Apple Day? Dating back to a movement started by the fruit associations at the St. Louis Fair, the third Tuesday in October is observed nationally as apple day, at which time those who are charitably inclined make presents of apples to various hospitals and charitable institutions. In addition everyone must eat at least one apple or a piece of apple pie. We think that, perhaps, a glass of cider will let one off with a satisfactory record.

If Apple Day, why not Wheel Day, when everyone who ever rode a wheel should mount and ride as far as to him seems best?

A lot of you will remember E. R. Drew who used to paint "Columbia Bicycles" on the scenery. He has been written up in "Everybody's" for October and it makes interesting reading. He is doing high art at present, but not so high in the air as he used to work. Drew's writings have been read all over the continent.

We have had a few callers at the office since our last writing. Louis Debs from Buffalo dropped in

for a minute's chat and George A. Gorgas from Harrisburg, Pa., looked us up. Bush of Bellefonte, Pa., came over to Boston to see if National Assemblies were anything like those of old times. Not quite so large but very much more harmonious.

Harry Ellard of Cincinnati, a wheelman since 1876, dropped in upon us and we had a very fine chat over the times that were. He is on the lecture circuit telling of cow-boy experiences and "Indians I have known," and giving a few verses from the portfolio of the "poet lariat." Ellard has imbibed the spirit of the plains and his greatest delight is in the open with a good wheel and a fine road underneath him.

Our old friend Stall (W. W.) is out and about. We told you last month of the serious accident that put him in the doctor's care, and now we are very glad to note his recovery. We called him up over the telephone September 21, and found that he was shaving himself. When a man can find time to attend to the conservation of his personal beauty it is quite time to dismiss the doctor. Stall is once more selling factories, wholesale or retail.

Brother Belding of New York has made "our grand-daughter" a life member of the League. No doubt she is the youngest of us and will easily fit into the position of "Grand-daughter of the League."

When the "flying bicycle" is really in use, as a French scientist says it some time will be, the own-

ers of such machines may laugh at the "no riding on the sidewalks" ordinance.

We are sorry to learn of the death of Hugh MacLean, a bicycle rider known to fame. He was the motor-paced champion of America. Riding during training behind a pacing machine his bicycle hit the guard of the pacer and he was thrown, landing on his head, suffering a compound fracture of the skull. Died September 3. This makes the sixth victim killed while following motors: John Nelson, Archie McEachern, Harry Elks, George Leander, Louis Mettling, Hugh MacLean. Rather dangerous sport.

Another old veteran gone into retirement. Elliott Mason, one of the founders of the L. A. W., and from the first with the Pope Manufacturing Co., has retired to private life. And now he will sit down, think of the past and cuddle his grand-children. We wish him joy, for we has well earned the leisure due middle age. We cannot call him old. We are more than glad that he is a free mason.

That photograph of the "old men," taken at the W. A. T. H. should be interesting. Better have a copy. It may not be out of place to remark that the "old men" climb Blue Hill while the young fellows sprawl for rest at the base.

We are taking in young blood. Haven't you a boy or a grand boy to put into a thing that gave you so much pleasure? No age limit.

The National Assembly is going to allow its members to participate in a real election. Heretofore the election rules were open to the charge that the rank and file merely ratified what had been already practically decided.

Last month we passed a mystic date. Nineteen hundred and nine, ninth month of the year, ninth day of the month; did anything great and queer happen that date?

They used to say that L. A. W. meant "Loaf all winter." Well, there is a little bit of truth in the saying except for those winters when we re-number, of which the coming winter is one; but then all seasons are good in which to "Look After Wrecruits."

The Cycling Division of the New York Athletic Club is preparing for a very large dinner in December. A lot of old-timers are expected.

The return of Peary calls to our mind an episode of a long time ago which created quite a stir in the cycling world. John M. Verhoeff, of Louisville, Ky., a well-known wheelman and a life member of the L. A. W., enlisted with Peary for a trip to the frozen north. It was reported that he did not get along with Peary, and one day with dogs and sledges he set out for a push to the pole on his own account. Peary sailed away and left him, so the reports said, and he was never heard from afterwards. His friends in Kentucky blamed Peary for what they called a heartless desertion. They had an

abounding faith in Verhoeff and they strongly urged keeping his name on our roll, for, said they, "He is a man of tremendous energy and perseverance and we believe he will push through to somewhere." Verhoeff's sister met Peary as he landed and cried out to him: "Where is my brother?" But she got no answer. The people of Louisville cannot be made to believe that Peary was altogether right and at the time they had many sympathizers in the wheel world.

Our Periodical Department is in full swing. It is the present policy of publishers to forbid discounts unless they go to those who are in a club. We nearly always have clubs under way and we can accommodate anyone of our patrons to discounts as low as the lowest by putting them into clubs. Send in lists and we will give figures. Our standing advertisement tells how to form clubs.

Sunday, September 12, the Century Road Club of America conducted a Pleasure Run to Rye Beach, N. Y. Four hundred riders participated. There were four divisions and a ladies' division. Forty-one organizations participated. The Courier Cycle Club won a cup offered for the neatest uniform appearance, and the Columbia Road Club of Jersey City took the prize for an out-of-town club with the largest number of riders. At the beach there was boating, fishing and bathing and a few races, including a coasting contest.

The ex-officer's list of the National Assembly has

been extended by admitting all ex-Secretaries and ex-Treasurers. They used to call it "Royalty;" no wonder, for it contains those who have been selected in the past for particular fitness to conduct League affairs, and who still remain with us. It is a good wagon to climb into for it holds a lot of good people.

Bishop Hall has said, "Moderation is the silken string running through the pearl chain of all virtues," and Euripides declares, "Moderation, the noblest gift of Heaven." Certain it is that in nothing else does moderation count for so much as in bicycling. A lack of it is the source of nearly every distress that has ever been charged against the bicycle. If wheelmen had been content with a lower gear, not so many would have given up riding.

COUNSELLOR.

I have this day appointed Mr. John C. Gulick of New York City as Counsellor of the League of American Wheelmen, the appointment to take effect on the receipt by you of his acceptance and is to continue until the expiration of my term in office on Jan. 1, 1910, or until his successor shall qualify.

Walter M. Meserole, President.

Brooklyn, Sept. 13, 1909.

JOINED IN 1892.

A list of those who joined the League of American Wheelmen in 1892 and are still in good standing.

846—Grant Green, Louisville, Ky., Feb. 12.

847—F. D. Fairbanks, Mansfield, Mass., Feb. 12.

848—Clarence McKay Lewis, New York City, Feb. 12.

850—A. W. Schober, Philadelphia, Pa., Feb. 26.

852—Albert Young, Kansas City, Mo., March 18.

855—John R. Heard, Boston, Mass., April 1.

856—Edwin E. Schneider, Philippines, April 1.

- 857—Mrs. John A. Pallister, Ottumwa, Ia., April 1.
860—Mrs. Lincoln Holland, Los Angeles, Cal., April 8.
861—G. G. Brinckerhoff, New York City, April 8.
863—A. B. Ingerson, Worcester, Mass., April 15.
864—Dana F. Fellows, Franklin, N. H., April 15.
865—W. H. Jordan, Hopedale, Mass., April 15.
868—N. G. Stanley, Boston, Mass., April 15.
869—Louis Debo, Buffalo, N. Y., April 22.
870—W. T. Colbron, New York City, April 22.
871—George S. Cullen, Philadelphia, Pa., April 22.
877 H. O. E. Ernst, Philadelphia, Pa., April 29.
879—Thos. J. Southard, Richmond, Me., April 29.
883—George E. Briggs, Peekskill, N. Y., May 6.
884—Frank Wessels, Peekskill, N. Y., May 6.
886—Isaiah V. Peppitt, Philadelphia, Pa., May 6.
887—H. B. Luckenbach, Bethlehem, Pa., May 6.
888—Louis Pierron, Milwaukee, Wis., May 6.
890—Dan J. Chisholm, Boston, Mass., May 6.
893—Anna M. Young, New York City, May 13.
894—Elliott Smith, New Rochelle, N. Y., May 13.
895—Prof. Elias H. Johnson, Chester, Pa., May 13.
897—Alfred L. Simmons, Dorchester, Mass., May 20.
898—James H. Rees, Minneapolis, Minn., May 20.
899—J. Mont Tillman, Elmira, N. Y., May 20.
900—Elmore F. Austin, New York City, May 20.
901—J. P. Brennan, Providence, R. I., May 20.
903—F. J. Wenz, St. Joseph, Mo., May 27.
905—Wm. H. Bodine, Flemington, N. J.
906—Chas. Fred Travis, Brighton, Mass., June 3.
908—J. W. McInness, New York City, June 3.
909—A. D. Knapp, Edgewood Park, Pa., June 3.
910—John E. Doughty, Philadelphia, Pa., June 3.
913—A. S. Johnson, Boston, Mass., June 10.
916—M. C. Ayres, Tottenville, N. Y., June 10.
918—D. M. Shepley, Sheldon Springs, Vt., June 10.
919—Eugene E. Stevens, Washington, D. C., June 10.
920—James Lehan, Stoughton, Mass., June 17.
922—Thomas D. Plimpton, Walpole, Mass., June 24.
923—Douglas Henry, New York City, June 24.
926—C. H. Raguét, Marshall, Tex., June 24.
927—Robt. H. Carr, Baltimore, Md., July 1.
929—Walter S. Irwin, Plymouth, Mass., July 8.
930—John Gregory, Roselle, N. J., July 8.

- 934—Philip J. Vetter, Scranton, Pa., July 8.
935—F. R. Goodman, Chicago, Ill., July 15.
936—John Berling, Detroit, Mich., July 15.
939—Wm. H. Graser, Troy, N. Y., July 22.
940—J. M. Keffer, Philadelphia, Pa., July 22.
941—Augustus A. Day, Riverton, N. J., July 29.
942—James Armstrong, Jr., Greensburg, Pa., July 29.
944—Alfred E. Wellington, East Boston, Mass., Aug. 5.
947—H. F. Burlingame, Howard, R. I., Aug. 5.
948—C. Will Gray, Brooklyn, N. Y., Aug. 12.
951—C. L. Bryant, Philadelphia, Pa., Aug. 19.
952—Geo. L. McCarthy, New York City, Aug. 26.
954—Thos. R. Craig, Philadelphia, Pa., Aug. 26.
955—John H. Barrett, Providence, R. I., Aug. 26.
955a—L. P. Coleman, New York City, Sept. 2.
957—George Mayr, Brooklyn, N. Y., Sept. 16.
958—Chas. W. Houston, Pittsburg, Pa., Sept. 16.
959—T. J. Keenan, Pittsburg, Pa., Sept. 16.
960—Sanford A. Potter, Providence, R. I., Sept. 16.
962—W. Mackenzie, Brooklyn, N. Y., Sept. 23.
963—Joseph Oatman, New York City, Sept. 30.
966—W. Austin Amory, Chicago, Ill., Oct. 14.
967—Wm. Short, Louisville, Ky., Oct. 14.
968—J. Bohne, New York City, Oct. 14.
970—Harry R. Keen, Lansdowne, Pa., Oct. 21.
971—A. Segin, Memphis, Tenn., Oct. 28.
972—A. C. Bingham, Marysville, Cal., Nov. 4.
975—James M. Pickens, Washington, D. C., Nov. 4.
976—Henry C. Morse, Peoria, Ill., Nov. 11.
976a—Mrs. J. B. Kaercher, Pittsburg, Pa., Nov. 11.
978—F. P. McCormick, Taunton, Mass., Nov. 25.
979—B. F. Wells, Brooklyn, N. Y., Nov. 25.
980—A. Lee Wager, Rhinebeck, N. Y., Nov. 25.
982—Mrs. C. P. Buchanan, Pittsburg, Pa., Dec. 9.
983—W. M. Glenn, Tribune, Kan., Dec. 16.
984—Herbert H. Rice, Indianapolis, Ind., Dec. 16.

SUBSCRIPTIONS TO OUR FUND.

George L. Cooke of Providence, R. I., sends five members and agrees to keep them in good standing for five years.

Milo M. Belding, Jr., pays for a life membership for Ruth Turner Lapham, aged nine months.

PERIODICAL LIST.

We publish a list of such periodicals as will allow a discount to subscribers. Many magazines will not allow the list price to be cut. All such we do not schedule. Others will not allow price to be cut on a single subscription but will give a large discount when a club is formed. Note that many of the Periodicals below are designated by a letter or by Roman numerals.

To form a club—Figure Class A at 65 cents; Class B at \$1.35; Class C at 35 cents. The Roman numerals represent 25 cents for each figure (VII means \$1.75). If the club calls for three magazines add 35 cents to combined price. That is our profit. If four or more magazines, add 10 cents for each magazine for our profit.

Many of the Magazines have special clubs. Those who want periodicals not included in list below will do well to send for our prices. There are many combinations to be made besides the regular ones.

The first column gives list price; the second column, our price.

Ainslee	B	1.80	1.80
American Boy	A	1.00	1.00
American Business Man	VII	2.00	2.00
American Machinist Weekly		4.00	3.80
American Magazine	A	1.00	1.00
American Photography		1.50	1.35
Appleton's	IV	1.50	1.50
Atlantic		4.00	3.45
Automobile	IX	3.00	3.00
Automobile Topics		2.00	1.75
Baseball Magazine	IV	1.50	1.25
Bicycling World		2.00	1.75
Bohemian	IV	1.50	1.50
Bookman	IX	2.50	2.50
Book News Monthly	III	1.00	.90
Boston Cooking School	A	1.00	1.00
Burr McIntosh	VIII	3.00	3.00
Busy Man's Magazine	V	2.00	2.00
Camera		1.00	.90
Camera Craft	A	1.00	.90
Century		4.00	3.85
Children's Magazine (Mrs. Burnett).....	A	1.00	1.00

Bassett's Scrap Book

A MAGAZINE FOR RIDERS OF THE WHEEL
OFFICIAL ORGAN LEAGUE OF AMERICAN WHEELMEN

A magazine that is read from cover to cover and therefore a first-class advertising medium for bicycles and sundries. Also for anything useful to men. Our rates:—\$1.50 an inch. Repeat, if unchanged, \$1.00 an inch.

Entered as Second Class Matter, March 10, 1904, at the Post Office, at Boston Mass., under the Act of Congress, March 3, 1879.

Vol. 7. No. 9

NOVEMBER, 1909

5 Cents

POETRY AND POULTRY.

Once again the time has come round when we can aptly quote this fine Tennysonian outburst:

The turkey stalks
Along the walks
And gayly gobbles in his glory.
He little knows
That by his toes
He'll soon be hanging, limp and gory.

Also this charming Swinburnian gem:

Heaps of doughnuts,
Piles of pies,
Like a mountain
Skyward rise,
Turkeys tremble
Through the land,
For Thanksgiving
Is at hand.

COME INSIDE, OH YOU TURKEY.

Here we are again! right in the middle of the eleventh month and close to the open door of winter. Everything is falling except prices. We hope you did not fail to "Remember the 5th of November, gunpowder, treason and plot." Guy Fawkes tried to blow up parliament from the cellar. Today the suffragette blows it up from the gallery.

Do you remember the old proverb: "In the middle toots the ibis"? We have changed that for now in the middle toots the turkey with his decoration of cranberry sauce, for the day of feasting draweth nigh, and scores of turkeys soon must die; get one that's young and sweet and fat, and stuff it full of this and that; revive the joys of youthful days, and for thy blessings offer praise.

November is the great month for meteors. What can be more pleasant than looking for meteors if the young lady is pretty and pleasant? We are speaking from memory and not from anticipation.

Did it ever occur to you what a wealth of possessions one can claim if he but owns a tract of land? His claim goes straight downward to the interior conflagration and straight upward to the stars. Lawyers are now discussing the rights of flying machines. The old Roman law gives a man absolute ownership of the air above his land. As matters stand, there having been no changes in the law for several hundred years, a man in a flying machine has no rights that a man with a plough is bound to respect. The question is how best to bring the attention of the judicial system to this unfair discrimination against the flying portion of the race. No man can fly as things now stand without technically breaking the law, unless he gets special privileges from the land owners. Why not forbid a man breathing the air that is above our land as well as forbid him to take fruit that grows upon it? We don't much care for our possessions downward.

ARTICLE III.

THE ROAD-HOG AND THE TURNIP FLEA.

(According to the "Mark Lane Express," the dust stirred up by motor traffic falls over the hedges upon the turnip crops, and saves them from the ravages of the turnip flea.)

The road-hog kills the turnip flea,
And saves that tasty root for me.
For neck of mutton, gently boiled,
When turnip-less is wholly spoiled.
And so it will not be denied
The road-hog's pace is justified.

As motor cars and cycles pass,
The flea ejaculates, "Alas!
Will no one save our little lives,
Our friends, our children, and our wives?
Police traps—where are they?" they cry,
Then, choking, drowned in dust, they die.

Thus ravages from blight are quelled
By locomotion self-propelled
And every car that hums and hoots
Preserves intact a dozen roots.
And every bike that whirrs and pops
Secures a dish of turnip tops.

—Pall Mall Gazette.

In the late census taken by the Massachusetts Highway Commission it was found that forty-two per cent. of vehicles using the roads of Massachusetts are horseless, but the horse refuses to go.

The steam railroad ruined the business of the stage coaches and of freight hauling by wagon. The trolley, the bicycle and the automobile each has been a factor in displacing the horse. Yet, today, horses bring a higher price in the market than they ever did before. The horse maintains as close a relationship with humanity as ever. He is not displaced on

the farm, though mechanical appliances for the farmer's aid multiply. Heavy auto trucks are gaining in popularity, but no one is prepared to state positively that fewer horses are used for hauling purposes.

It may be that the horse is passing out of his fearful slavery. He is treated better than he used to be. Lighter burdens are put upon him and the laws of communities see that he is not misused. In a gentler age the horse may be only a family pet, his work a parade and exercise.

Uncle Ezra says: "The autymobile won't never put the hoss out uv bizniz unless it hap'ns to ketch the hoss where he can't dodge."

In a thousand years, according to a medical expert, our feet will have turned to hoofs. O, blessed dream of a cornless and bunionless era! But then, how about a pedal to fit them?

Another life member taken from the roll. Professor Elias H. Johnson, Chester, Pa., life member No. 56, died March 10, 1906.

The president of the carriage-builders' national association, who says that the carriage builders must now build automobiles or else go out of business, deploras the fact that people who a few years ago tried to save \$100 or \$200 on the purchase of a horse-drawn vehicle, now cheerfully give up \$6,000 for an automobile. It must be because they have found out what a useful and delightful vehicle the automobile is.

According to the French revenue returns for 1908, which have just been issued, there were 2,224,594 bicycles in use in that country.

J. Rush Green, last month, invited the Boston boys to his summer place at Annisquam, there to give Quincy Kilby a welcome home. It was done in true Boston style, for the menu had for its central dish baked beans and brown bread. Kilby said he had seen nor eaten anything so good abroad, and the company, not one of whom had ever been abroad, made it unanimous by a standing vote.

We had something to say last month about Elliott Mason taking a rest. He has camped down at Westfield, N. J. We can imagine that he has set up a vine and fig tree under the shadow of which he will find his dolce far niente. Let him not be disturbed.

The new Pope bicycle will have a spring fork.

The bean microbe is the latest, but it looks like a deep, dark plot against Boston's sacred dish.

Bibamus! Jewahdiddle. What is Jewahdiddle? you ask. It is an old time drink that fascinated men and women alike in the 17th century. Here is the way to make it: A pint of table beer, a tablespoonful of brandy, a teaspoonful of brown sugar or clarified syrup, a little ginger and a thin slice of lemon. This compound may seem insipid to the imbiber of Manhattans and Martinis, but 300 years ago it pleased belles and beaux, who called it "a right gossip's cup," and were gently stimulated thereby.

What does Mr. Barkeep say of "Jewahdiddle" today? Stuff.

The new comparison: Nominative, grandpa's stables; comparative, pa's garage; superlative, son's landing stage. That is the way the world travels onward and upward.

Some poor dweller in the benighted beyond of Chicago asks what a real New England pie is like? It probably will not help him to be told, but if he means apple, it is like an essay by Emerson liquefied with the music of Massenet and spiced with the cynicism of Shaw; if he means pumpkin, it is like some of Gounod's music heard in a landscape all sun and flowers. It is too early yet to describe the mince pies of 1909, but last year's—and last year was not an extraordinarily good year—were like an increase in salary and a present from home arriving on the day when one's conscience was behaving itself. Eden had no glory that a New England pie would have given it.

The tire business seems to be very good. The Diamond Rubber Co. of Akron has declared a 100 per cent. stock dividend, and a cash dividend of 10 per cent. This puts the capitalization at ten million dollars.

The six-day race is down for Dec. 6 to 11 at Madison Square Garden, N. Y. Preliminary race meet on Saturday, Dec. 4.

Wonder if the "Cook Book" will have a recipe for the cure of Pearytonitis? Speaking of the Pole, applicants for the "Oh, Shut Up Club" are on the increase.

Doctor W. D. Kempton, who used to stop pulling teeth in Cincinnati in order to ride his wheel, is working eastward and has now taken up his abiding place in New York City. The old place won't seem quite the same without the genial doctor, but we feel sure he will brighten up New York a bit.

Club life evidently is not languishing in Great Britain. According to the last report of the National Cyclists' Union there are no less than 1,999 clubs affiliated with that organization.

God's true gospel is that sung by the birds, blossomed by the flowers, and sparkled by the stars. Man is the only heretic.

There is a growing demand for the bicycle, notwithstanding the increase of the automobile's popularity and the rapid perfection of the flying machine, and the demand comes chiefly from those who can use it in a practical way.—Christian Science Monitor.

That's just the trouble. The utilitarian has come in and driven out the glory. We who rode for fun and exercise, now feel about as the man does who sees in a dray the steed that was once his favorite driving horse. The bicycle will always have a place in the world, but isn't it sometimes distressing to see our early love doing work in the kitchen?

Friends of the late Colonel Pope are rejoiced to note so good a showing by his estate. Robert L. Winkley, the conservator of the property, has filed in the Probate Court a statement showing a total amount of \$826,712.77. Not very large for a man who once had an income of a million a year and a fortune of \$15,000,000, but very much more than many people thought, and all of us are glad that the buffetings of ill fortune were not so bad, after all.

Did you ever give away something very nice as a wedding or a Christmas gift and say to yourself: "I wish I could afford to have one just like it"? If the liberally minded men could recall all that they had given away what a fortune would come to them—and what a failure would life be to them. Carnegie was about right when he said: "To die rich is a disgrace."

Don't you remember a common remark by the unconverted in the old days: "I'd rather saw wood than ride a wheel"? But we never caught them with the buck saw. Now comes the Rev. Frank Crane, of Chicago, who says there is more fun in laying bricks than in playing golf. Let's all gather 'round when he gets to work.

A British medical investigator advances the theory that high speeding checks the tuberculosis germ in chauffeurs. It is, however, also conducive to sudden deaths for the intersecting part of the population.

Travel is being made easy. Just look at the

advance in a hundred years. In 1809 the people traveled:

On foot.

On horses.

In horse-drawn vehicles.

In canal boats pulled by horses or mules.

In steamboats at five miles an hour.

In sailing vessels and rowboats.

In 1909 we travel:

On foot.

On roller skates.

On horses.

In horse-drawn vehicles.

On bicycles 63 miles an hour.

On motorcycles.

In gasoline-driven automobiles.

In electric-driven automobiles.

In trolley cars.

In electric cars above and below the earth.

In steam railroad cars.

In steamboats at 25 miles an hour.

In motor boats at 40 miles an hour.

In gasoline and electric launches.

In airships.

In aeroplanes.

In 2009 we shall travel—but wait a minute! We won't be here and we don't know nor care how they travel.

A cycle tire may be both old and pneu.

The bicycle is going some. Time was when one

applauded Cortis, who rode twenty miles in the hour. Now we have a record of 63 miles, or more than a mile a minute. Paul Guignard at Munich on Sept. 15 behind a motor pacemaker rode 63 miles, 189.8 yards in 60 minutes. His speed was at the rate of 92.5 feet per second. His average time for the hour was 57 seconds per mile. The feat was accomplished on a cement track where, last year, Albert Edward Wills rode 61 miles, 904 yards in one hour. This was the best previous record. Previously Guignard had made 59 miles, 86 yards. Where is the end?

Polls close for the election of officers today. Did you vote?

English cyclists are trying to locate the geographical centre of England. The bull ring at Birmingham is claimed for the exact spot. A correspondent of the C. T. C. Gazette writes:

“My grandmother, who was born in Birmingham in 1805, told me that in her young days there existed near St. Martin’s Church in that city, two small streams running side by side in opposite directions; one of these carried its waters into the Tame, and thence into the Trent and the Humber, while the other flowed by way of the Avon and the Severn into the Bristol Channel. If this be true, then the narrow bank between the two brooklets must be geographically England’s centre.”

Here is a chance for Cook and Peary to have an Eskimoless search.

Don’t you remember that in the old days wheel-

men used to cycle from Land's End to John O'Groat's? Why not send a wheelman to the land's end in the frozen north? We think he would get there and not talk so much about it.

Wm. Wunsch of Allegheny, writes:—

“I have rounded, July 31st, 82 years, enjoying fairly good health, and my rides on the wheel, which are only marred by the reckless driving of automobiles on the road as well as in the city. Especially when rounding the street corners, leaving you in doubt and fear whether they will ride you down or observe the laws of the road, of which, to my mind of thinking, most of them are ignorant and careless.

“I regret never having had an opportunity to grasp the hand of a man that helped do so much good for every rider of the wheel and the League in particular.”

Quite an idea to enroll members over eighty. Will those of our members who are four score and still riding report to us for enrollment?

The Suffragettes hope to ride into power on the bicycle. They have placed an order for a number of specially distinguished looking mounts. The machines are finished in combinations of the union colors, which are purple, green and white, the violet and lily of the valley effect being heightened and the machines rendered even more striking by reason of the union emblem conspicuously painted on the gear cases. This is a huge trademark or sign upon which is embroidered the persistent and conspicuous

motto: "Votes for Women." In the old days, men used to follow the woman awheel. Will they do so now?

At the Good Roads convention at Yorktown, Oct. 19, Congressman J. Hampton Moore of Pennsylvania said: "With good roads and improved waterways in the United States the revolutionary war could not have lasted eight years. Gen. Washington," he said, "had insisted that free and easy commercial intercourse between the Atlantic seaboard and the amazing territory to the westward of us was the best, if not the only, cement that could bind the colonial states upon a permanent basis."

With the L. A. W. in existence in 1770 they would have had good roads. Let's make our claim both long and wide.

In treating things bicycular
 We try to be particular,
 And write just so
 For wheelmen know
 When facts aren't perpendicular.

And so in style versicular
 We treat of things vehicular,
 Although at times
 To write these rhymes
 Is really not picnicular.

Here's to good fellows on good roads,
 And may their tribe increase;
 Their "ways are ways of pleasantness
 And all their paths are peace."

That favored of mortals with "gumption" enough
 The pole of the northland to seek,
 When that prize he has found will be nice to have 'round
 To help locate a bicycle squeak.

JOINED IN 1893.

A list of those who joined the League of American Wheelmen in 1893 and are still in good standing.

- 986—Owen Lawson, Louisville, Ky., Jan. 13.
987—Charles J. Sander, Brookline, Mass., Jan. 13.
989—Wm. D. Cotton, Philadelphia, Pa., Jan. 20.
991—Wm. Cramer, Rhinebeck, N. Y., Jan. 27.
992—W. D. Tillinghast, San Francisco, Cal., Feb. 3.
995—Geo. E. Deacon, Philadelphia, Pa., March 3.
997—Edwin G. McInness, Boston, Mass., March 10.
1002—A. E. M. Spiller, Medford, Mass., April 7.
1003—James Smith, Providence, R. I., April 7.
1006—Fred. L. Beddows, Manchester, N. H., April 14.
1008—A. P. Black, Brooklyn, N. Y., April 14.
1010—Paul Butler, Lowell, Mass., April 21.
1011—Edwin Haas, Put in Bay, O., April 21.
1012—M. R. Brock, St. Paul, Minn., April 28.
1013—Byron G. Morgan, Melrose, Mass., April 28.
1015—Harry R. Allen, Merrill, Wis., April 28.
1017—L. M. Frailey, Merchantville, N. J., May 5.
1018—J. L. Johnson, Fitchburg, Mass., May 5.
1020—H. M. Ayres, Upper Montclair, N. J., May 5.
1023—E. Earle Forrer, Dayton, O., May 5.
1024—Chas. F. Williams, Cincinnati, O., May 5.
1026—R. G. Hall, Jr., Sherman, Texas, May 5.
1029—Ira P. Carnes, Lima, O., May 12.
1030—Dr. Wm. S. Cook, Beaver Falls, Pa., May 12.
1031—James Ward, Pascoag, R. I., May 12.
1035—G. Richmond Parsons, Providence, R. I., May 26.
1036—James G. Mallon, Harrodsburg, Ky., June 2.
1039—Caleb Barker, New York City, June 2.
1040—J. W. Marquardt, Huntingdon, Pa., June 2.
1042—H. E. Strout, Boston, Mass., June 9.
1043—Alfred R. Kimball, New York City, June 9.
1044—Albion W. Shaw, Malden, Mass., June 23.
1046—H. O. Folger, Waterford, N. Y., June 23.
1047—John T. Loomis, Philadelphia, Pa., June 23.
1049—Fred W. Baldwin, South Weymouth, Mass., June 30.
1050—H. G. Coffin, Sausalito, Cal., June 30.
1051—John F. Brown, Philadelphia, Pa., June 30.
1052—W. L. Boswell, Philadelphia, Pa., June 30.
1055—C. G. Gribble, Manning, Texas, July 7.
1056—Charles W. Locke, Salem, Mass., July 14.

- 1057—A. B. Reading, Flemington, N. J., July 14.
 1058—G. B. Wirgman, East Orange, N. J., July 14.
 1062—Chas. E. Libbey, New Haven, Conn., July 28.
 1063—W. W. Safford, Newport, N. H., July 28.
 1065—R. D. Webster, Elmira, N. Y., Aug. 4.
 1066—Dr. J. L. Bower, Reading, Pa., Aug. 4.
 1067—H. W. Ott, New York City, Aug. 11.
 1068—Charles Palmer, Chester, Pa., Aug. 11.
 1069—A. L. Browne, West Roxbury, Mass., Aug. 18.
 1072—C. E. Wells, Sag Harbor, N. Y., Sept. 15.
 1074—Robert T. Kingsbury, Keene, N. H., Sept. 22.
 1075—H. M. Young, Manchester, N. H., Sept. 22.
 1076—C. J. Obermayer, Brooklyn, N. Y., Sept. 22.
 1077—H. H. Watkins, Jr., Philadelphia, Pa., Sept. 22.
 1079—C. W. King, Chicopee Falls, Mass., Sept. 29.
 1081—R. F. Clay, Holmesburg, Pa., Oct. 13.
 1083—Dr. H. G. Piffard, New York City, Oct. 20.
 1084—Wm. Ray Goodwin, Philadelphia, Pa., Oct. 20.
 1085—Eugene J. Haiss, Albany, N. Y., Oct. 27.
 1086—John D. Chism, Jr., Albany, N. Y., Nov. 3.
 1087—C. E. Scriven, Brooklyn, N. Y., Nov. 3.
 1088—Elmer E. Jones, Norristown, Pa., Nov. 3.
 1089—W. S. Reazor, Philadelphia, Pa., Nov. 17.
 1090—G. H. Hitchcock, New York City, Dec. 1.

PERIODICAL DEPARTMENT.

Practically every well-known magazine in the field has advanced its wholesale price this season, and cutting prices, except as magazines are clubbed is absolutely forbidden, except in a few instances. Every magazine is classed by a number which fixes its basic price.

We publish a list of the best sellers with their class numbers. To form a club, add up the club numbers, multiply the result by five and add our profit, which is ten cents for each magazine. Thus McClure, 20; Review of Reviews, 30; Smart Set, 30; total list, \$7.50. Add class numbers, 80, multiply by 5, \$4; add 30 cents. This club figures at \$4.30.

Many of the magazines have special clubs. Those who want periodicals not included in list below will do well to send for our prices. There are many combinations to be made besides the regular ones.

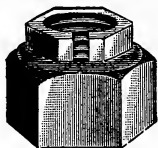
	List.	Class No.
Ainslee	\$1.80	20
American Boy	1.00	14
American Magazine	1.00	14
Atlantic	4.00	70
Boston Cooking School	1.00	14
Burr McIntosh	3.00	45
Camera Craft	1.00	14
Cosmopolitan	1.00	14
Country Life	4.00	60
Current Literature	3.00	45
Etude	1.50	20
Garden	1.00	14
Good Housekeeping	1.00	14
Hampton's	1.50	20
Harper's Bazar	1.00	14
Independent	2.00	30
Judge	5.00	92
Leslie's Weekly	5.00	72
McClure	1.50	20
Metropolitan	1.50	20
Musician	1.50	20
National	1.50	20
Outing	3.00	45
Outlook	3.00	55
Pearson's	1.50	14
Popular	3.00	45
Putnam's	3.00	30
Recreation	3.00	45
Review of Reviews	3.00	30
Smart Set	3.00	30
Suburban Life	3.00	45
Success	1.00	14
Woman's Home Companion	1.25	18

UNCLASSIFIED MAGAZINES.

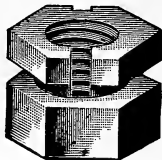
Bicycling World	\$2.00	\$1.75
Century	4.00	3.85
Harper's Magazine	4.00	3.50
Harper's Weekly	4.00	3.50
Life	5.00	4.50
Literary Digest (new)	3.00	2.60
Munsey	1.00	.95
Saint Nicholas	3.00	2.85
Scientific American	3.00	2.75

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**Columbia, Hartford and
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During the winter months we will make special reduced rates for overhauling and cleaning your bicycle, and getting it in readiness for next season's use:

Bassett's Scrap Book

A MAGAZINE FOR RIDERS OF THE WHEEL
OFFICIAL ORGAN LEAGUE OF AMERICAN WHEELMEN

A magazine that is read from cover to cover and therefore a first-class advertising medium for bicycles and sundries. Also for anything useful to men. Our rates:—\$1.50 an inch. Repeat, if unchanged, \$1.00 an inch.
Entered as Second Class Matter, March 10, 1904, at the Post Office, at Boston Mass., under the Act of Congress, March 3, 1879.

Vol. 7. No. 10

DECEMBER, 1909

5 Cents

CHRISTMAS'S OUT O' SIGHT.

I use to think 'at Fourth July's the bulliest time uv year,
Fer all us kids 'ud do our best to have a time, an' skeer
The life out uv old maids an' hosses with our noise,
An' Gran'ma'd laff an' say, "Well, let the boys be boys,"
But one Fourth we had a 'xplosion an' I was sick all night—
Fourth July's purty good, but Christmas's out o' sight!

Thanksgivin' Day I'm right in line, only I have to wait,
'Till Uncle asks a blessin', before I pass my plate,
An' Pa sez, real sollum-like, but kind-a winks an eye,
'At the boy 'at eats most turkey, can have the mostest pie.
An' so I just pitch in, fer pie is my delight—
Thanksgivin's purty good, but Christmas's out o' sight!

'Long about November, I allus make a rule
To be very prompt and reg'lar in attendin' Sunday school,
I learn the Scriptur' lesson, also the "golden tex',"
An' allus answer right up 'ithout her sayin' "nex'."
Fer teacher's very lib'ral when a feller's actin' right—
Sunday school's purty good, but Christmas's out o' sight.

Us boys, we carry evergreens fer teacher, so 'at she
Can tack 'em on the platform where the tree's a-goin' to be,
And the bang-up celebrashun we have on Christmas Eve
With music an' recitin' is more'n you could believe!
Last year I got a pair uv skates, an' a sled all painted
bright—
Holler days are purty good, but Christmas's out o' sight!

“CHRISTMAS COMES BUT ONCE A YEAR.”

The only festal day that is recognized by all Christendom.

If the sun shines through the apple tree on Christmas day there will be an abundant crop in the following year.

In slavery days in Virginia the negroes had holiday so long as the Yule-log continued to smoulder. They sometimes secured three days, if the log was old and tough.

When a man's carving his trouble begins.

It is good sometimes to reflect that Christmas comes but once a year; but it is, if anything, pleasanter to think that the day after Christmas Day also comes but once a year.

When you read this paragraph the members will have been given each a new number. The annuals will get their new rating upon renewal. Life members may have a new ticket with new annual and life numbers if they will send a stamped envelope addressed for the return of same. Everyone will have a low number this time.

As well be out of the world as out of fashion. That's why we are making this a Christmas number. It takes no more than a story and a poem to do it and this we have supplied. In the days when

wheels are not moving we must talk about something else. That's what we are doing.

Our annual election did not make a ripple on the surface of things. It's because we put up good people to throw ballots at.

We enter a new decade with the opening year. We entered the last decade with a membership of 50,378. Thomas J. Keenan was President, followed in February by Conway W. Sams, Elliott was running a monthly magazine as official organ, and a weekly supplement carried the official notices. We went to Milwaukee for our annual meet. The past is ours; they cannot take it away; we are going to make the present a good past to look back upon.

Geo. T. Bush, our old friend from Bellefonte, Pa., starts on a trip around the world next month. Not on a bicycle for, although it used to, a good wheel no longer grows on that kind of a bush.

Ex-President Earle helps "the cause" with a V. and tells us to do what we please with it. We sha'n't sit up nights to find out what shall be done with it.

President Meserole seconds the motion of Mr. Belding and crowns with the halo of life membership, a grandson. Unlike Mr. Belding, however, he selected his own grandson, and Irving Meserole King, aged 2 1/2 years, of Brooklyn, New York, is life member 309 (new numbering). There is room for more on the roll and it matters not if it be one's own grandchild, or another fellow's.

THE MAN WITH A MASK.

Our Christmas Story.

"Is your father at home, kid?"

He was not altogether an unpleasant-looking man who addressed the question to a fair-haired child, playing alone on the lawn of a suburban villa, in spite of his tattered garments.

The little girl stopped playing, frowned prettily, and answered:

"My name's Muriel, not Kid; and my papa never gets home till long after I've gone to bed. What's your name?"

The hulking fellow averted his eyes, and answered her question by asking another.

"Who else lives with you?"

"Oh, only my little brother—you haven't seen him, have you?—my mamma and Mary. Mary's the servant, you know!"

"Good-day, young 'un," said the tramp, as he ambled away.

"Muriel, I'm called!" she shouted after him.

"Will you come again?"

"Thank 'e, I reckon I will!" he answered.

* * * * *

"Oh, wait a minute, papa, I'm so sleepy!"

Muriel knelt up in her little bed, rubbed her eyes, and shook her golden curls out. It was midnight. Having completely recovered from dreamland, she looked at the tall figure beside her bed, and gasped with delight when she realized that her long cher-

ished desire was going to be carried out. Papa had often promised to play at burglars with her, and there he was, quite ready, with a black mask covering his eyes, and a little lantern that only gave a wee light.

"Oh, papa," she cried, "you do look a funny burglar? We'll take ma's jewelry first. Won't she be surprised?"

The midnight intruder nodded.

"Where does ma keep it, Muriel?" he asked. "Burglars don't know where things are, you know. That's half the fun of it—eh?"

"Oh, you are funny, papa! Let's whisper softer. It's on the dressing-table, in one of the little drawers. S-s-sh!"

Muriel felt herself lifted shoulder high.

"Now, then, ki—— Muriel," he whispered, "When we pass your mamma's room, ki—— Muriel, you just point to it, and keep as quiet as a mouse. That's the proper way, isn't?"

She nodded delightedly, and did as he wished.

"Where are you going now?" she asked almost inaudibly, as she was being carried downstairs.

"Why, somebody must keep watch. Don't you know that one burglar takes the things while another keeps watch?"

He carried her down into the cellar. It was very dark and cold, but Muriel said she wasn't afraid, because they were only playing burglars.

"Now, then, ki—— Muriel," he whispered, "you keep watch, and don't make a noise." He slipped into her tiny hand one small bar of chocolate.

"That's your share of the swag," he said and disappeared.

Muriel giggled when she thought of mamma's surprise. She listened a long time for return footsteps, and wondered, after all, if papa had been caught. She was not at all comfortable, nor was she warm; and a few minutes later her pretty eyes closed, her head dropped, and she drifted into dreamland. Then she was awakened by her father. The mask was gone from the face, and he looked pale and troubled.

"Oh, you've come back," she whispered, remembering the last caution she had received.

"Why are you here, dearie?" asked her father.

"You brought me, papa. Don't you remember—when we were playing burglars?"

Muriel's father telephoned to the police, and reported the strange burglary. In the morning he spent an hour in convincing his little girl that he was not the man who wore the mask.

"Well, papa," she said, in the end, "he was a very good burglar, wasn't he?"

This is the Magazine Month. The publishers have got together and made hard and fast rules about cutting prices, except one takes more than one magazine and thus, making up a club, gets a very low rate. The direst calamity will overtake the agent that cuts rates outside the rules made and provided. See our rule for making clubs and the method of computing prices. Then send us your order.

The Nylaw (New York L. A. W.) held its twentieth quarterly meeting at the Crescent Athletic Club, Brooklyn, on Oct. 10th. It was a very jolly affair; a remarkably good dinner; a fine quality of stuff to wash it down; a lot of reminiscences; and many good stories. The old-timers were there in large numbers. Meserole made the speech of the evening; Belding told of his experiences awheel during the summer months and Obermayer was most emphatic in speaking of what the wheel had done for him and what he proposed to get out of it in the future. The association is enjoying a high degree of prosperity and its quarterly dinners keep alive in the members a kindly and fraternal spirit, the outgrowth of a delightful past.

One of the English courts recently rendered a decision that has caused cyclists and others not possessed of judicial minds to sit up and gasp. The wise and learned magistrate imposed a double fine on a woman who was riding an unlighted tricycle in company with a number of riders whose lamps were aglow, remarking as he imposed the fine that such circumstances increased the gravity of the offense. The British papers since have been trying to discover how it was figured.

During the Hudson-Fulton celebration in New York the Italians had two fine parades of their own. At one of them over 200 wheelmen in club uniform and decorated wheels headed the parade. It was like a look into the past as they wheeled by.

Certain good friends of the League entered into an agreement to contribute a sum of money on the first day of January in each year. It helped us over of a very deep cavity last year and we should have gone into the hole had we not been helped over it. This is a very gentle reminder that another January first is very near at hand and that this is just as severe a winter as was the last.

The Newton Bicycle Club held a two days' Lobster Barbecue last month. They went by auto to North Scituate Beach where President Beers has a summer cottage. It was a jolly good feast of lobster stew, broiled live and salad with all the fixings. Mrs. Beers was hostess and chef and her part of the program was to the Queen's taste. Over night and home by auto the next day. We ate heartily and slept soundly. The lobsters did their part and left no mark behind.

The Waltham Cycle Club, after thirty years of existence, wound up its affairs Nov. 14. A committee of five disposed of the club property. The trophies which have adorned the rooms were given back to those who won them or to their nearest of kin. The money in the treasury was equally divided among fifty members. But every member retained and refused to part with the memory of past scenes and triumphs on the road and on the track.

Our cradle roll has now two names for life. Boy

and girl. The girl tried to chew up her ticket in order to show her appreciation of it.

Going to have a tough winter for wheel or whoa!

Is the bicycle going out? There are sixteen large factories turning out bicycles at the rate of approximately 250,000 each year, and two of these factories never have produced less than 40,000 bicycles each year, also that the present season has been the best that one of these two concerns ever had.

In the pioneer days of New England it cost little time, labor and money to construct a road. All that was needful was to send out a gang of axemen to cut down the trees in the way, to haul out a few of the most obnoxious boulders, to fashion a few "thankee-marms" to switch off the heavy rains and give the horses a chance to catch their breath while the carriage wheels were blocked, and lo! the road was made. Exhausting, the hills to climb and break-neck the steps to descend. Still, that was the nature of roads; and, besides, one could always get out to spell the horses a bit, or to lend a hand in lifting a wheel out of the mire. The L. A. W. was born and the bad roads disappeared.

The Lowell Courier-Citizen reports that the bicycle vote in that city, which a few years ago was much respected in the matter of bicycle paths, is no longer a factor. So much the worse for Lowell.

Only the rich have more friends than they need.

It is claimed by a correspondent of a Maine paper that, in proportion to population and wealth, the country roads are as good or better than those of the cities. Why country roads are not still better he explains as follows: "Young people flock to cities and consider themselves as 'progressing when they learn how to press a button, or hail a trolley-car, or catch a train.' And while cities find it necessary to dig tunnels, or to build aerial railways in order to get from place to place, the old folks in the country struggle with their farms and with the roads for a few years, then die and leave fair acres to grow up to bushes."

In criticising the administration of the criminal law in this country as "a disgrace to our civilization," President Taft seems to disagree slightly with the wise and witty Frenchman who said: "The law, in its majestic equality, forbids the rich as well as the poor to sleep under bridges, to beg in the streets and to steal bread."

Magazines make good Christmas presents and they are very cheap in gangs—we mean clubs.

No scrap over the annual election, although the record goes out in the Scrap Book.

The man who rides every day in the year has left the region of snows and gone to Southern California where any fellow can ride every day in the year.

Our old friend, Joseph C. Lincoln, has made a

hit with his latest and best novel. The previous books were but a sample of what he could write. His real ability is shown in "Keziah Coffin." It is a story of Cape Cod folks, with Keziah the embodiment of all that is human, patient, true, long-suffering. She inspires the reader with admiration and love and she isn't alone in touching the emotions. It is the most faithful and most interesting portrayal of Cape Cod life that Lincoln has given yet and the story itself is a charming one.

Nixon Waterman is writing "Monitorials" for the Christian Science Monitor, of Boston. The paper now resembles very much the old-time L. A. W. Bulletin. There is only one Waterman and the limerick is the thing he keeps easily on tap.

C. De P. F. writes: You quote Carnegie in last Scrap Book, and say, "To die rich is a disgrace." This reminds me of the colored man who when asked what was enough, said, "A little more."

We wonder if Carnegie will live up to his statement. Although he gives away very much money it has been estimated that he parts with no more than his income and that his capital is unimpaired. He once said to the late Colonel Pope: "I shall leave no more than five million dollars to my wife. More than that would be a burden that I don't care to put on her."

The meanest man is the one who won't kiss a doll for a child when she thinks it has been hurt.

A curious inquirer wants to know "what are the sister states." We should judge that they are Miss Ouri and Misses Sippi, Ida Ho, Mary Land, Calie Fornia, Ala Bama, Louisa Anna, Della Ware and Minne Sota.

Giles—Only four letters of the alphabet have ever been in jail.

Smiles—True; but look how many of them are in the penitentiary.—Chicago News.

JOINED IN 1894.

A list of those who joined the League of American Wheelmen in 1894 and are still in good standing.

- 1092—B. F. Underhill, Boston, Jan. 5.
- 1093—George W. Washington, N. Y. City, Jan. 5.
- 1095—Charles P. Lyon, Boston, Feb. 9.
- 1096—George D. Underwood, Allston, Mass., April 5.
- 1099—W. H. Sabin, Rutland, Vt., April 5.
- 1101—F. Herrington Bell, Waterford, N. Y., April 12.
- 1104—F. G. Rosensteel, Baltimore, Md., April 19.
- 1105—Dr. A. Kettenteil, Brookline, Mass., April 19.
- 1108—Frank F. Koehler, Brooklyn, N. Y., April 19.
- 1110—E. G. Soltmann, N. Y. City, April 26.
- 1111—E. Stanley Thomas, Fremont, O., April 26.
- 1112—Harry F. Wilhelm, Tyrone, Pa., April 26.
- 1113—Wm. H. Wagner, York, Pa., May 3.
- 1114—George H. Chambers, Philadelphia, Pa., May 3.
- 1117—George Sullivan Sweet, N. Y. City, May 10.
- 1118—H. D. Leonard, Leadville, Colo., May 17.
- 1119—H. E. Carter, West Somerville, Mass., May 17.
- 1120—David Crichton, Jersey City, N. J., May 17.
- 1121—D. W. Valentine, Englewood, N. J., May 17.
- 1122—F. L. Bitler, Philadelphia, Pa., May 17.
- 1123—Fred C. Tolman, Portland, Me., May 24.
- 1125—Wm. J. Smith, Boston, May 24.
- 1126—John R. Schultz, St. Louis, Mo., May 24.
- 1129—Sidney C. Ormsby, N. Y. City, May 31.
- 1132—Herman L. Morse, East Bridgewater, Mass., June 7.
- 1135—Wm. A. Chandler, Providence, R. I., June 14.
- 1136—Dr. A. W. Davis, Morton's Gap, Ky., June 21.

- 1139—J. P. Vars, Niantic, R. I., June 21.
 1140—Wm. R. Marshall, City of Mexico, July 5.
 1141—Lyman P. Case, Winsted, Conn., July 5.
 1146—Frederick E. Williams, New Haven, Conn., July 19.
 1147—Robert C. James, Albany, N. Y., July 19.
 1149—W. I. Doty, Denver, Colo., Aug. 2.
 1152—E. H. Scheuber, N. Y. City, Aug. 2.
 1157—A. P. Ward, Central City, Ia., Sept. 13.
 1158—W. M. Perrett, Detroit, Mich., Sept. 13.
 1159—Allen H. Crocker, Osterville, Mass., Sept. 20.
 1160—Ernst Kern, Brooklyn, N. Y., Oct. 11.
 1162—Wm. Jennings, Port Chester, N. Y., Oct. 18.
 1163—Lorenz Golz, Philadelphia, Pa., Oct. 25.
 1164—John Jenckes, Newport, R. I., Nov. 1.
 1165—Winthrop Girling, Chicago, Ill., Nov. 8.
 1167—J. W. Bowman, Williamsport, Pa., Dec. 20.

ANNUAL ELECTION.

The following is a result of the ballot for National Officers of the L. A. W. as reported by the Scrutineers:

Whole number of votes cast 72
 Necessary for a choice 37

For President:

Walter M. Meserole, Brooklyn, N. Y. 61

For 1st Vice-President:

Fred Atwater, Bridgeport, Conn. 63

For 2d Vice-President:

Quincy Kilby, Boston, Mass. 62
 Scattering 1

For Secretary-Treasurer:

Abbott Bassett, Newton, Mass. 67

For Auditor:

Geo. W. Nash, Abington, Mass. 63
 Blank ballots 5

ALONZO D. PECK,
 FRANK O. BAKER,
 ABBOT BASSETT,
 Scrutineers.

NATIONAL ASSEMBLY DELEGATES.

Under the Constitution, L. A. W., the basis of representation in the National Assembly must be made from the membership Dec. 1, in each year.

The membership Dec. 1, 1909, gives to the States the number of representatives as below set forth:

Calif., 1; Colo., 1; Conn., 2; D. C., 1; Ill., 2; Ind., 1; Ia., 1; Ky., 1; Me., 1; Md., 1; Mass., 11; Mich., 1; Minn., 1; Mo., 1; N. H., 1; N. J., 4; N. Y., 14; O., 2; Pa., 10; R. I., 2; Tex., 1; Wis., 1; Total, 63.

Article V of the Constitution provides for the nomination of candidates.

Sec. 2. Nominations for the office of representative may be made by not less than five members, who shall file the same with the Secretary-Treasurer during the month of January.

The election takes place in March.

ABBOT BASSETT, Sec-Treas.

 SUBSCRIPTION FUND.

We acknowledge the receipt of the following since our last issue:

H. S. Earle, Detroit, Mich.\$5.00

 PERIODICAL DEPARTMENT.

Practically every well-known magazine in the field has advanced its wholesale price this season, and cutting prices, except as magazines are clubbed is absolutely forbidden, except in a few instances. Every magazine is classed by a number which fixes its basic price.

We publish a list of the best sellers with their class numbers. To form a club, add up the club numbers, multiply the result by five and add our profit, which is ten cents for each magazine. Thus McClure, 20; Review of Reviews, 30; Smart Set, 30; total list, \$7.50. Add class numbers, 80, multiply by 5, \$4; add 30 cents. This club figures at \$4.30.

Many of the magazines have special clubs. Those who want periodicals not included in list below will do well to send for our prices. There are many combinations to be made besides the regular ones.

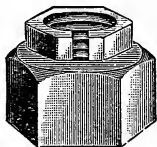
	List.	Class No.
Ainslee	\$1.80	20
American Boy	1.00	14
American Magazine	1.00	14
Atlantic	4.00	70
Boston Cooking School	1.00	14
Burr McIntosh	3.00	45
Camera Craft	1.00	14
Cosmopolitan	1.00	14
Country Life	4.00	60
Current Literature	3.00	45
Etude	1.50	20
Garden	1.00	14
Good Housekeeping	1.00	14
Hampton's	1.50	20
Harper's Bazar	1.00	14
Independent	2.00	30
Judge	5.00	92
Leslie's Weekly	5.00	72
McClure	1.50	20
Metropolitan	1.50	20
Musician	1.50	20
National	1.50	20
Outing	3.00	45
Outlook	3.00	55
Pearson's	1.50	14
Popular	3.00	45
Putnam's	3.00	30
Recreation	3.00	45
Review of Reviews	3.00	30
Smart Set	3.00	30
Suburban Life	3.00	45
Success	1.00	14
Woman's Home Companion	1.25	18

UNCLASSIFIED MAGAZINES.

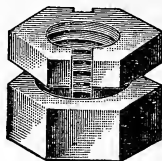
Bicycling World	\$2.00	\$1.75
Century	4.00	3.95
Harper's Magazine	4.00	3.50
Harper's Weekly	4.00	3.50
Life	5.00	4.50
Literary Digest (new)	3.00	2.60
Munsey	1.00	.05
Saint Nicholas	3.00	2.85
Scientific American	3.00	2.75

"The Cheapest Life Insurance"

is what **COLUMBIA LOCK NUTS** have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



REGULAR



IMPROVED

Not like other nuts, they will NOT shake loose.

No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—**FREE**. A booklet with prices mailed on application.

COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.

ALONZO D. PECK,

DISTRIBUTER FOR

POPE MANUFACTURING CO.

178 Columbus Avenue,

HEADQUARTERS FOR

**Columbia, Hartford and
Fay Juvenile Bicycles.
Reading Standard Motorcycles.**

During the winter months we will make special reduced rates for overhauling and cleaning your bicycle, and getting it in readiness for next season's use:

Bassett's Scrap Book

A MAGAZINE FOR RIDERS OF THE WHEEL
OFFICIAL ORGAN LEAGUE OF AMERICAN WHEELMEN

A magazine that is read from cover to cover and therefore a first-class advertising medium for bicycles and sundries. Also for anything useful to men. Our rates:—\$1.50 an inch. Repeat, if unchanged, \$1.00 an inch.

Entered as Second Class Matter, March 10, 1904, at the Post Office, at Boston Mass., under the Act of Congress, March 3, 1879.

Vol. 7. No. 11

JANUARY, 1910

5 Cents

A SONG FOR JANUARY.

'Twas Joy that laid the passing year,
'Tis Joy that speeds the new;
All joy that I have known, my dear,
Hath been and is in you.
All peace and hope of peace, my dear,
Forever lives in you.

Like Janus, who with faces twain
Kept watch in ancient Rome,
My love shall front old days again
And days that are to come.

So, in this month of Janus, here
Where merge the old and new,
Howe'er my joy may turn, my dear,
It must envisage you.

Its past may count but twenty suns,
Its future reacheth far;
Beyond the edge of time it runs,
Beyond the utmost star.

'Twas Joy that laid the passing year,
'Tis Joy that speeds the new;
All joy that I have known, my dear,
Hath been and is in you.
All peace and hope of peace, my dear,
Forever lives in you.

—T. A. Daly.

1909 EST MORT! VIVE LA 1910.

Please consider the usual things said and the usual wishes expressed.

It was the custom in the olden days to worship on New Year's day, a certain god called Janus, the reputed father of the month of January. The peculiarity of this god was that he had two equally thoughtful faces and two pairs of equally searching eyes, the one on the front and the other on the back of his head; and, in truth, entertained but the lowest opinion of the value for counsel of all other gods who did not share the like facial attributes.

"Foresight and hindsight!" the one as all-important as the other, this was the cardinal doctrine of the gospel Janus preached. No month of January, then, could fitly be named after him that did not stand for an absolute calendar watershed dividing between the rivers of the old year that flow, in one direction, into the distinctly visible past, and, in the other, the rivers of the new year flowing toward the yet invisible future. Experience and surmise! rigid summary and hopeful anticipation! these were the sole moving powers through whose combined action on the mind could any solid result be achieved.

Now, never a doubt that, with the front one of his two faces, old Father Janus would smile with sheer hilarious delight on New Year's Day were it not for his unhappy subjection to getting a lugubrious twist from that other hind face of his. And so, for the

life of him, he can't help breaking in with his little sermon.

"Yes," he begins, "the longing to make everybody happy through the year to come is a very beautiful thing. But, then, why did you persist in making so many people unhappy last year? Why did you mar their lives with your fretfulness, selfishness, doggedness and lack of sympathy? Why were you so trying a being to put up with, instead of a perpetual source of sunshine and cheer? Do you suppose you will ever find out unless you devote some serious hours of this blessed season to exercising your backward-looking eyes and frowning that noble posterior brow of yours with a little grave reflection in an effort to see yourself as others saw you, and, alas! had to see you, in many a wearisome, chilling, disillusioning hour?"

Better not answer him, but think it over.

DOWN HILL.

A dash of air and a flash of trees,
 A quivering line of brier;
 A splash of flies like the spray of seas,
 A beetle, clumsy flier;
 A hail of sand and a charge of dust,
 A jerk on a stony heap,
 A gliding swish on the tarmac crust,
 As the cycle seems to sleep.

A blaze of yellow and green and red
 In oceans of colored flame,
 The corn at rest in its poppy bed,
 A sketch in a quickset frame.

A bioscope of enchanted glen
 In summer's fruitful prime;
 A vision of God's sweet world, and then—
 Another hill to climb!

FACTS AND FIGURES FOR 1910.

It is worth noting that the number of days in the year just entered on is divisible by five.

People who were born on Feb. 29 have, strictly speaking, no official birthday this year. They may, however, celebrate their birthdays on the 28th.

Easter this year falls upon a Sunday; this was also the case last year.

It is interesting to note that the French names for the months are slightly different from ours. For instance, with them "January" is Janvier, "February" becomes Fevrier, and so on. The Japanese terms differ even more.

To obtain the number of minutes in 1910, a good recipe is to multiply 365 (the number of days) by 24 (the number of hours in a day), and then multiply the result by 60 (the number of minutes in an hour). This will be near enough for all practical purposes.

The days in May and June will be much longer than at present, but the nights will be correspondingly shorter.

To qualify as centenarians this year, candidates must have been born not later than 1810.

It is interesting to note that the date ends in nothing.

Very few born this year will breathe the air of two centuries as we have done.

Among the queer results in renumbering may be mentioned that David J. Post gets the same number, 108, in the regular numerical list, and in the list of life members.

Australia won the bicycle endurance race. Let 'em keep it there. The bicycle endurance races in New York have outgrown the endurance of decent people.

An individual who does not live to eat said the other day that life today was most interesting and he hoped to enjoy a good deal more of it before he was called, but he added, "with all the advance made by scientific discoveries, why has no one found out the way to live without eating? It is the one stupidity of nature. The alimentary canal should be extirpated. If it were only possible to do without a stomach, existence here below would be adorable!" It will be said this person was short-sighted if not worse, as food for the increasing population is the great business proposition, and if no one had to eat the shutters might as well be put up, and the universal light turned out. No sweeter sound is to be heard than the ringing of the dinner bell.

Some complaint is made by those life members who have taken out cards with the new numbers, that their life number has gone up rather than down, and they want to know why. The thing was explained in the report of the meeting of the National Assembly held last September, but it may be well to once more give the facts in the case.

In 1886-7 we had a life membership, and some fifty members entered upon the roll, paying the fee of \$10. This gave them the official organ until the enactment of the postal law which forbade furnish-

ing a periodical as a privilege of membership, and requiring that every member of an organization should pay a fee voluntarily for any organ issued by said organization.

The life membership provision of 1886 was abolished in 1887. In 1901 such a provision was again adopted and, to live up to the postal law, \$2.50 of the fee of \$10 was set aside to pay for the organ. In 1904 it was decided to charge \$10 for a life membership, without the organ. Everyone who now goes upon the life list must, if he wants it, pay 25 cents a year for the organ.

In establishing the new list of 1901 the members of 1886 were set aside and the new comers were started on a list beginning at number one. The early ones complained loud and long at thus being set aside and were not satisfied that an arrangement was made to carry them on list A, while the new list was called list B. The question was taken up at the last Assembly and it was deemed an act of simple justice to place the earlier life members at the head of the list and quite unnecessary to have two lists. The Secretary was by a unanimous vote instructed to so arrange the lists at the next numbering. There are 39 of the early list still upon the roll and if a life member finds his number increased by 39 it can be accounted for as above. If his number shows an increase less than 39 it indicates that some of the new list have passed on. We cannot believe that any fair-minded member will begrudge the old-timers their rightful place.

Chicago will tax motorcycles \$10 each. The principle that the bicycle riders used to make claim for was that in taxing vehicles a consideration should be given to the condition which vehicles left the road in after passing over the same. The bicycle rolled the road and left it better than before. The motorcycle is a heavier roller and therefore a better benefactor to the road than is the bicycle. The rate charged by Chicago is upwards of \$40 a thousand valuation and is most unjust. Chicago doubtless needs the money but why rob the poor?

Thomas T. Eckert, Jr. (we used to call him "Tom") has come back to the fold for life. He was quite active in League affairs when Isaac B. Potter dominated things, and he always begged of the Secretary the pencil with which was recorded the election of I. B. to the Presidency. He got two pencils which are cherished as sacred relics. Tom was and is a very positive man and his language was always most emphatic. He was never misunderstood. We welcome him back.

G. L. C. writes: "And to think that you left out of the sister States, Virginia, two Carolinas and Connie Ticut; Florie Day; Tennie See; Indie Anna; Illie Nois; Orrie Gon; Arrie Zona."

We wanted to leave some for the other fellow, even for him from "Rhoda Island."

One aviator, it is said, has succeeded in repairing his aeroplane without descending to the earth. And

still more remarkable, he didn't hit his thumb or drop the monkey wrench on anybody's head.

One trouble with opportunity is that it knocks at a man's door when he hasn't any money to invest.

It was an English judge, who being told by a tramp that he was unmarried, replied: "Well, that's a good thing for your wife;" and it was an American politician in New York who cried the other night from the tailboard of a dray: "If we remain silent the people will not hear our heart-rending cries!"

Not only have American investors got the bulk of the roller skating business in England, but the American-made roller skate is nearly monopolizing the field. Our non-skating public can share the rejoicing.

"A little two-cent stamp will take your message across the continent; a railroad will take you only a mile for the same sum," says an exchange. Granted; but what's the argument?

Prof. Whitney of the Government service says that Americans are eating more than they did fifty years ago. Not unlikely. More of 'em.

An attempt is being made across the water to revive "ordinary" cycle racing. A subscription with which to purchase a cup or shield and present it to the National Cyclists' Union as a perpetual challenge trophy, to be competed for once a year in a

one mile scratch race, is being taken. The race will either be held at the annual championship meet, or such meeting as the officials should decide. The promoters, it is expected, will provide a small prize for the winners, and—as an extra inducement for veterans to enter—an additional prize or medal for the first rider over 50 years of age. There would be crowds to see it if they could make a go of it. But then, who will make the machines? Old ones would not do even if they could be found.

A woman school teacher in New York has declared in the most public way that men who smoke are no gentlemen. Doubtless, if we accept this, she will concede in return that women who smoke aren't, either.

The Century Road Club has elected the following officers: President, John Bailie, New York City; first vice-president, F. H. Watrous, Chicago; second vice-president, Emil Leuly, West Hoboken, N. J.; treasurer, Fred I. Perreault, Malden, Mass.; secretary, Fred E. Mommer, New York City. The annual ball will be held in New York City, February 26th.

We were talking with a very interesting young lady, the other day, and she began to denounce in words most severe the robbers of the sugar trust. Said I, "Just what has the sugar trust done?" Said she "They have been robbing the government." "Very well," said I, "but do you remember that bracelet you brought home for Anna the last time

you came from Europe?" "Certainly! what has that got to do with it?" "Did you pay duty on it?" "No! they didn't ask me to." "Did they see it?" "No, I wore it under my cloak." "In brief, then," said I, "you smuggled it through." "I suppose I did." "Well, then, why are not you a robber, just as much as is the sugar trust?" "Nothing of the kind. The bracelet was mine. I bought and paid for it." "Very true! but the sugar trust owned the sugar and they smuggled some of it through, just as you did the whole of your bracelet. It is merely a question of degree. Do not condemn the sugar trust. Robbers must stand together." And then a degree of frigidity arose which sent me home.

Just what it is that goes to make up a "good time" is, very largely, a matter of opinion. Some people have a "good time" attending the regular Friday evening prayer-meetings. Others have a "good time" on the golf links, or playing "bridge."

In Spain the people have a "good time" attending Sunday bull-fights. In some of our cities we have Sunday base-ball and Sunday theatres, in others sacred concerts, and in all of them church services. Sunday, with its hours of rest and recreation, offers a good opportunity for nearly everyone to have a "good time." Some improve it by going to church and listening to a good sermon and good music. Some stay at home and read a good book or paper, or visit with the family. Others have a "good time" by taking a good ride on a bicycle.

But the people do not all attend the same sort of

a church. There wouldn't be much of a good time if they did. And they do not all read the same sort of a book. And they do not all have the same sort of a "good time" riding a bicycle. "What is one man's meat is another man's poison," and so we may conclude that what is one man's "good time" is a bore to many another. In brief, we are not all made alike and some of us don't want to be like other men.

We have laws regulating automobiles, bicycles and carriages, but who will regulate the pedestrian? The majority of city dwellers are afoot while they are out of doors; for one person in a carriage there are a hundred on the sidewalk. And how many pedestrians are there who observe the rules of the road? As for offenders, there is the woman whom the attractions of the show windows draw to the wrong side of the walk; the man who has an idea the suddenness of whose coming brings him to a standstill; the umbrella or parasol carrier who holds that dangerous weapon under the arm; the gossips who stand in the middle of a crowded sidewalk when a doorway or a side street would do as well; most exasperating of all, the man who turns to fling a last word to a friend who has passed and drifts across the walk with eyes behind him. This last it is impossible to avoid; you may dance from side to side, but he is sure to get you. One such offender obstructs the dozen who are behind him in a hurry; for we are all in a hurry, whether the hurry is unnecessary or not. A traffic squad empowered to arrest all

pedestrian violators of the rules of the road would be the busiest body of police the city ever saw.

JOINED IN 1895.

A list of those who joined the League of American Wheelmen in 1895 and are still in good standing.

1171—Charles H. Govan, New York, Feb. Feb. 22.

1172—E. Deming Smith, Niagara Falls, N. Y., Feb. 22.

Up to this point all memberships are due on April 1 of each year. All that come later bear dates of joining.

1175—Herbert L. Thowless, Newark, N. J., April 5.

1176—Edward Gerbereux, Yonkers, N. Y., April 5.

1178—Jarvis C. Howard, New York, April 5.

1179—Max Siegmund, New York, April 5.

1181—H. S. Gimbernath, Brooklyn, April 5.

1182—Gustav J. Talleur, New York, April 5.

1184—Joseph E. Murray, Philadelphia, Pa., April 5.

1185—John S. Goodell, Amherst, Mass., April 12.

1186—Walter A. Hanson, Woburn, Mass., April 12.

1192—Nellie E. Foote, Boston, April 19.

1193—A. T. Farrar, Jr., Brockton, April 19.

1195—Clarence Peters, Newark, N. J., April 19.

1196—Ellwood Clark, New York, April 19.

1198—Edwin P. Gardner, Canandaigua, N. Y., April 19.

1200—A. H. Lewis, Charlestown, Mass., April 26.

1201—E. Henry Levy, New York, April 26.

1203—Sidney White, Stony Point, N. Y., April 26.

1205—J. Dillaye Wiggins, Trumansburg, N. Y., April 26.

1206—H. W. Scattergood, Philadelphia, Pa., April 26.

1211—M. B. Patterson, Steubenville, O., May 3.

1213—E. S. Ricker, Haverhill, Mass., May 10.

1214—T. M. Cheesman, Garrison, N. Y., May 10.

1215—Harry H. Hawes, Peekskill, N. Y., May 10.

1218—F. M. Cromwell, Dobbs Ferry, N. Y., May 10.

1220—Irwin A. Powell, New York, May 10.

1222—C. W. Willis, Bedford, Mass., May 17.

1223—Mrs. C. W. Willis, Bedford, Mass., May 17.

1224—Walter Davidson, Worcester, Mass., May 17.

1225—Charles Espenschied, St. Louis, May 17.

1227—Wm. H. Hecox, Binghamton, N. Y., May 17.

1231—Irving Putnam, New York, May 17.

- 1236—Conway W. Sams, Baltimore, May 24.
1239—Stephen A. Palmer, Mt. Vernon, N. Y., May 24.
1240—H. D. Rumberger, Philipsburg, Pa., May 24.
1242—H. E. Fairbanks, Mansfield, Mass., May 31.
1243—William Wunsch, Allegheny, Pa., May 31.
1245—John W. Gull, New York, May 31.
1247—John B. White, New York, May 31.
1250—Chas. A. Hodgman, Tuckahoe, N. Y., May 31.
1253—Robt. S. Morison, Cambridge, Mass., June 7.
1254—Walter H. Baker, Roxbury, Mass., June 7.
1255—A. D. Smith, Manchester, N. H., June 7.
1257—E. E. Keller, Pittsburg, Pa., June 7.
1258—T. A. Gerbig, Scranton, Pa., June 7.
1259—Wm. T. Clerk, Washington, June 7.
1260—Walter S. Cox, Philadelphia, Pa., June 7.
1262—H. G. Ramsperger, New York, June 14.
1263—S. D. Silberstein, New York, June 14.
1264—Kenyon Fortesque, New York, June 14.
1266—Arthur H. Delano, Brooklyn, June 14.
1267—Alvin Conklin, New Brighton, N. Y., June 14.
1270—E. F. Arthurs, Baltimore, June 28.
1275—James Davidson, Brooklyn, June 28.
1276—Samuel Pearsall, New York, June 28.
1277—Frank C. Moore, Brooklyn, June 28.
1278—Julius G. Linsley, Oswego, N. Y., June 28.
1279—Louis J. Ernst, Rochester, N. Y., June 28.
1280—E. F. Henson, Philadelphia, June 28.
1284—James L. Bourne, Providence, July 5.
1285—C. R. Benton, La Crosse, Wis., July 5.
1287—Alex M. Foreman, Brooklyn, July 12.
1288—E. F. Stephenson, Tarrytown, N. Y., July 12.
1289—Palmer Cox, New York, July 12.
1290—John E. Scally, San Francisco, July 12.
1293—Norman A. Hurd, Waucoma, Ia., July 19.
1294—Calvin Ackley, Kinderhook, N. Y., July 19.
1299—Geo. H. Hodenpyl, Summit, N. J., July 26.
1300—George H. Wesley, Port Chester, N. Y., July 26.
1301—Frank D. Cromwell, Philadelphia, Pa., July 26.
1303—George W. Boswell, St. Louis, Mo., Aug. 2.
1304—Alfred L. Harder, New York, Aug. 2.
1305—John R. Williams, St. Louis, Mo., Aug. 9.
1306—J. A. Nicholson, Hornellsville, N. Y., Aug. 9.
1308—Oliver Hull, Brooklyn, Aug. 16.

- 1310—S. C. Hogsett, Vernon, Texas, Aug. 16.
 1312—A. P. Curtis, Marlboro, Mass., Aug. 23.
 1312a—Miss Julia W. Latimer, Brooklyn, Aug. 23.
 1313—Clarence G. Wilson, Jersey City, Aug. 23.
 1314—Harlan W. Pierce, Toulon, Ill., Aug. 30.
 1315—C. M. Dearborn, Hampton, N. H., Aug. 30.
 1317—R. H. Mitchell, New York, Aug. 30.
 1320—S. B. Lee, Buffalo, N. Y., Sept. 13.
 1322—W. R. Bascome, New York, Sept. 20.
 1324—R. C. Rathbone, New York, Sept. 27.
 1326—W. H. Smith, Jr., Jeddo, Pa., Oct. 4.
 1328—A. S. Murray, Jr., New York, Oct. 4.
 1329—H. I. Richmond, Jr., Little Compton, R. I., Oct. 11.
 1330—H. M. Chester, New York, Oct. 18.
 1331—E. W. Pattison, St. Louis, Mo., Oct. 25.
 1334—Frank O. Baker, Boston, Nov. 1.
 1335—Dr. Lester Curtis, Chicago, Nov. 8.
 1336—C. L. Horton, New York, Nov. 8.
 1337—Chas. P. Steinmetz, Schenectady, N. Y., Nov. 15.
 1339—Thomas E. White, Philadelphia, Pa., Nov. 15.
 1342—Chas. D. Smedley, Wayne, Pa., Nov. 22.
 1343—Miss Emma Burnett, New York, Nov. 29.
 1345—Thos. W. Sparks, Philadelphia, Nov. 29.
 1346—O. G. Bogert, Brooklyn, Nov. 29.
 1348—W. G. Wood, Buffalo, N. Y., Dec. 20.

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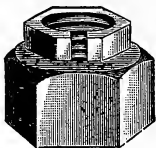
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Cosmopolitan	1.00	14
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Etude	1.50	20
Garden	1.00	14
Good Housekeeping	1.00	14
Hampton's	1.50	20
Harper's Bazar	1.00	14
Independent	2.00	30
Judge	5.00	92
Leslie's Weekly	5.00	72
McClure	1.50	20
Metropolitan	1.50	20
Musician	1.50	20
National	1.50	20
Outing	3.00	45
Outlook	3.00	55
Pearson's	1.50	14
Popular	3.00	45
Putnam's	3.00	30
Recreation	3.00	45
Review of Reviews	3.00	30
Smart Set	3.00	30
Suburban Life	3.00	45
Success	1.00	14
Woman's Home Companion	1.25	18

UNCLASSIFIED MAGAZINES.

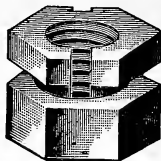
Bicycling World	\$2.00	\$1.75
Century	4.00	3.95
Harper's Magazine	4.00	3.50
Harper's Weekly	4.00	3.50
Life	5.00	4.50
Literary Digest (new)	3.00	2.60
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During the winter months we will make special reduced rates for overhauling and cleaning your bicycle, and getting it in readiness for next season's use:

Bassett's Scrap Book

A MAGAZINE FOR RIDERS OF THE WHEEL
OFFICIAL ORGAN LEAGUE OF AMERICAN WHEELMEN

A magazine that is read from cover to cover and therefore a first-class advertising medium for bicycles and sundries. Also for anything useful to men. Our rates:—\$1.50 an inch. Repeat, if unchanged, \$1.00 an inch.

Entered as Second Class Matter, March 10, 1904, at the Post Office, at Boston Mass., under the Act of Congress, March 3, 1879.

Vol. 7. No. 12

FEBRUARY, 1910

5 Cents

THE JUDGE IN THE AUTO.

Maud Muller on a summer's day
Put up a bluff at raking hay;
But on the highroad kept an eye
In case a judge came riding by.

And, sure enough, a judge did pass
At forty miles an hour, alas!
It gives to romance quite a jar,
The modern honk-honk touring car.
Of all sad words that lips have dropped
The saddest are these, "He might have stopped."

THE MONTH OF FEWEST DAYS.

This used to be our battle month.

League history is full of struggles for office and over League policies and all taking place in February.

No battles now. All is peacefulness. Peacefulness that is vociferous.

The Boston Bi Club dinner comes in this month. It is one of the events that connects us with the past.

“What will you do when you are old?” somebody asks. Try to forget the foolish things we did when we were young.

We had so many Christmas Cards, so many New Year's Greetings, so many expressions of appreciation and good will during the holiday season that we are staggered at the thought of answering them individually. To one and all, then, let us say: The bouquet comes to us beautiful and fragrant, and we are duly grateful. “We looks towards you and we likewise bows.”

It's rather awkward to nudge a man that has forgotten to pay up on a voluntary subscription. It seems rude. Nevertheless it is embarrassing to have the payments delayed or forgotten. This paragraph is written in order that some of our very good friends may read between the lines and see if they can find a message.

Maurice Maeterlinck, the renowned poet, is an ardent devotee of the motorcycle, and makes excursions to the mountains and back from his home on the Mediterranean. In a recent interview in the London Daily Mail he is quoted as saying: “Some people laugh at me; a poet on a motorcycle! They think it incongruous. But consider how much more convenient it is than a motor car. You are near the road, you see all that there is to be seen. You can go along little paths, delightful, quiet woodways where no motor can pass.”

Some Virginians are going to try to pass a law providing that certain physical qualifications shall be possessed by persons intending to marry. If they also provide certain financial qualifications, they will have a grand old State.

As we write this paragraph we are very hungry. When you read it our hunger will be gone for the Boston Bicycle Club Dinner (Feb. 12) will have been eaten.

The Newton Bicycle Club (Mass.) is looking forward to its 200th regular meeting in July. Pretty good record and we think the top-notch.

Brown, the cycle dealer of bicycle row in Boston, has retired. Quite a lot of business in summer, but this worming one's way through the winter months is the great problem that has been up to the makers and dealers from the very first.

During the Peary-Cook controversy we made note of the experiences of John M. Verhoeff, of Louisville, on a Peary Expedition. The New Haven Register, Jan. 25, has this item:

"An effort to ascertain the fate of John M. Verhoeff, a subscriber to one of the Peary funds, and who was lost on one of the Arctic expeditions, will be made by the New Haven Bicycle Club Veteran Association, of which he was an active member. The matter was brought up during the annual reunion of the organization last evening, and it was decided to communicate with Commander Peary and

find out if possible where he met his death and the circumstances."

Mr. Verhoeff was an undergraduate at Yale, which accounts for the interest shown by the New Haven wheelmen. He was an active man in every pursuit and an enthusiastic wheelman always.

The League's thirtieth birthday occurs this year. Wonder if Will Pitman will go down to Newport and sit on the rocks where the picture was taken in 1880? Five years ago he did it and drank in a lot of inspiration in going over the memories of the birthday. Pitman is, and always was, an enthusiast for cycling and its adherents. Wouldn't it be a good thing if we had more just such enthusiasts? And wouldn't it have kept cycling alive if all who went into it had become inoculated with the germ of enthusiasm which entered into the blood and the heart of "Happy Days"?

St. Valentine's Day has come around again. We wonder how many of us send valentines just to keep ourselves young? Away back in 1645 there were kickers and scoffers, and no doubt men were to be found even at that time of literary following who discussed the degeneration of the stage and of poetry and the arts in general. At any rate, Lord North, in his "Forest of Varieties," in a letter to his brother, poured out his bile on St. Valentine's Day. "A lady of wit and qualitie," he says, "whom you well know, would never put herself to the chance of a Valentine, saying that shee would never couple

herselfe but by choyce. The custome and charge of Valentines is not ill left, with many other such costly and idle customs, which by a tacit generall consent wee lay down as obsolete." That's it! The thing is obsolete. It will take more than a Valentine to keep some of us young.

Edward F. Tolman, League member No. 10, died at Worcester, Mass., January 2 last. Who does not know Ned Tolman, who used to ride a 60-inch wheel and always gave and received the glad hand among us. We knew him in 1881 when as a member of the firm of Hill & Tolman, of Worcester, he put on the market an automatic alarm bell used on the high wheel. We last saw him at the great meeting of old-time cyclers at the reservoir in 1904. He was very prominent in business and social affairs in Worcester and he leaves a host of friends. A wife and two daughters survive him.

C. H. G., No. 749, writes: "I founded the organization here known as the Press Wheelmen in the winter of 1894-95, and I recall my chagrin and disgust when I failed to make an L. A. W. card a condition of membership. I pointed out to my fellow-members that we were indebted to the League for all the rights and privileges we enjoyed as wheelmen and that we were bound in common honesty and decency to identify ourselves with that great organization, but all to no purpose. They could not reconcile themselves to separation from the additional 75 cents. I withdrew from the society shortly

afterward, my chief purpose being defeated, and I don't believe it has contained for the last ten years a single member who rides a bicycle.

"I take great pride in showing my surviving fellow-wheelmen of long ago, many of whom joined the L. A. W. through my persuasion, that I am the only one of all the crowd that is not a quitter. But I realize that it is a selfish pride and that I would have been spared much disappointment and had a much more exalted opinion of human nature if they had remained loyal."

Dr. Andrew Jackson Davis, whom we used to greet so heartily at League Meets, died at Watertown, Mass., January 13, aged 84 years. He was a persistent rider of the wheel until within a few months of his death, was for many years a loyal League member and of a most cheerful disposition.

Dr. Davis was one of the three or four leaders of the spiritualistic movement in this country. He published more than thirty volumes, his best known being "Divine Revelations," which became a standard work on spiritualism.

He was born at Blooming Grove, near Poughkeepsie, N. Y., Aug. 11, 1826, and received only the most rudimentary education.

While a young man he developed so-called clairvoyant powers and became known as the "Poughkeepsie seer."

When nearly sixty years old he began the study of medicine and obtained the degree of M. D. from

the United States Medical College in New York. He came to Boston and took up active practice.

Dr. Davis was twice married. His second wife survives him. There were no children.

About fifty members of the New Haven Bicycle Club Veterans attended the annual reunion on January 24.

The movement to erect a monument to the deceased members of the organization was also inaugurated, this to be placed at the grave of F. N. Baker in Evergreen Cemetery.

The officers elected for the ensuing year were: L. Burton Sperry, president; A. G. Fisher, secretary and treasurer (for the 20th time). The executive committee will be named later, and the summer outing (by automobile) will also be fixed later.

Among the speakers were: Eugene F. Russell of Bridgeport, George A. Pickett, George R. Coan, Frank Thompson, William Frisbie of East Orange, N. J., W. F. Bishop and C. E. Larom. The association now has 75 members out of an original 250.

The annual meeting of the Boston Bi Club took place January 12. Officers elected: President, John B. Kelley; Secretary, Frank M. Weston; Treasurer, Augustus Nickerson; Captain, Dr. W. G. Kendall.

Bush Englehartt, Wallace, Idaho, has an Ordinary 50-inch bicycle, in riding condition. Would like to arrange an exchange.

Mr. Edward P. Burnham, of Hemet, Cal., at one time among the fastest American cycle-racing men; a member of the famous three of the Columbia racing team—Hendee, Rowe, Burnham; and for many years the L. A. W. handicapper; is now raising oranges and growing wealthy. He sends us his photo which shows him mounted on an ordinary Victor of the vintage of 1885, and he tells us the tires are still in fine condition. He has an orange grove of 750 trees and sends us a picture of a tree which bore 90 oranges, not one of which weighed less than half a pound. Began picking December 8 and sold the whole crop to a local dealer for 25 cents a dozen. Mr. Burnham says, as they all do, "there's nothing like the glorious climate of California." As for ourselves, we like oranges but we detest earthquakes.

John Quincy Kilby, our new Vice President. He was named "John" by his parents, but, for economy of time, space or ink, we can't say which, he dropped the "John" and manages to live without it. Born at Eastport, Me., Feb. 9, 1854, the family removed to Chelsea, Mass., in 1865. Was one year in the grammar school and three years in the high school. His attention turned theatre wards and he joined the profession in 1876, playing small parts "in a large way." In 1886 he became Treasurer of the Boston Theatre under the late Eugene Tompkin's management, and continued as such for 15 years, till 1901, when Mr. Tompkins retired. Mr. Kilby followed Mr. Tompkins and became his private secretary, a position which he held till the death of his chief in

1909. He married in 1885 and has one daughter. Has been a member of the L. A. W. for 22 years. As a wheelman he holds the record for having ridden in every city and town in Massachusetts, a record the like of which is not held by any other person of any other State. Mr. Kilby has done considerable in the literary line, having written very many creditable specimens of verse. Has written and rewritten the books of Hanlon's "Superba" and "Phantasma." His last work is the "History of the Boston Theatre," written in conjunction with Mr. Eugene Tompkins. His greatest honor, undoubtedly, is his advancement to the Vice Presidency of the L. A. W.

A POPULAR BIRTH MONTH.

February, the shortest of all the months, is the one most crowded with the birthdays of famous people.

Though the shortest of the months, and one of the least pleasant, in the northern hemisphere, February is perhaps more closely packed with famous birthdays, or the birthdays of famous people, than any other of the twelve. Note the names:

- 1—Edward Coke, 1551-52.
- 2—William Borlase, 1696.
- 3—Mendelssohn, 1809.
- 3—Horace Greeley, 1811.
- 3—Sidney Lanier, 1842.
- 4—George Lillo, 1693.
- 5—John Witherspoon, 1722.
- 6—Sir Henry Irving, 1838.
- 7—Charles Dickens, 1812.

- 8—John Ruskin, 1819.
- 9—Wm. Henry Harrison, 1773.
- 10—Paganini, 1784.
- 11—Thomas A. Edison, 1847.
- 12—Abraham Lincoln, 1809.
- 12—Charles Darwin, 1809.
- 13—General John A. Rawlins, 1831.
- 14—St. Valentine.
- 14—General W. S. Hancock, 1824.
- 15—Dr. S. Weir Mitchell, 1829.
- 16—Henry Wilson, 1812.
- 17—Cadwallader Colden, 1688.
- 18—Charles Lamb, 1775.
- 19—Alessandro Volta, 1745.
- 20—Joseph Jefferson, 1829.
- 21—Pierre du Bosc, 1623.
- 22—George Washington, 1732.
- 22—James Russell Lowell, 1819.
- 23—Samuel Pepys, 1632.
- 24—George William Curtis, 1824.
- 25—Cardinal Newman, 1801.
- 26—Christopher Marlowe, 1564.
- 26—Victor Hugo, 1802.
- 27—Henry W. Longfellow, 1807.
- 28—Dr. W. T. Grenfell, 1863.
- 29—Rossini, 1792.

W. M. G. writes:—"I am 73 years of age and I still ride a wheel, that is to say, when the weather is open. I ride for fresh air and exercise and I find my appetite good, my digestion perfect and my wife tells me that my disposition is more peaceful. What a

great pity that more do not ride. I never did like the scorchers who cared for no more than making fast time, but I found among the riders for health and pleasure some of the most delightful acquaintances that I possess. What can we do to bring the departed back into line? It is not so far back that all wheelmen were friends at sight. Now they are not in sight. However, what's the use! We are in it to stay. You and I, Mr. Secretary, will keep it up till the last tire busts."

S. C. P. writes:—"I am a friend to every wheelman living and I would like to shake hands with everyone of them. But we can't get together any more and why not talk it all over in the Scrap Book? I believe in the little Scrap Book and I wish more of the members would write for it, tell us what they are doing and proposing something for the rest of us to do. Let's get nearer together. We are united for sentimental reasons and why not work sentiment to its limit? Send an item to the Scrap Book once in a while. The editor can work Boston all right, but Boston isn't all. They point the way when they have the Wheel About the Hub, the Cycle Club Banquets, etc., but can't some of the rest of us follow? I was once of Boston, but now I am an exile and I miss the jolly times we wheelmen used to have in the Hub. But then we can't all do in a day what has taken Boston years to do."

K. writes:—"In sending, as a life member, my yearly subscription, as promised, I want to say that

I am surprised and disappointed at the meagre response which the appeal for subscriptions from the life members has met with. I had an idea that every life member would be willing to pool in at least a dollar a year to help keep the L. A. W. on top of the earth, but I think that less than half the lifers responded. I believe we ought to keep the organization alive 'A rose to the living is better than sumptuous wreaths to the dead,' as Nixon Waterman puts it. If the lifers will not do it I hope the annuals will come forward and endow the institution, yes, and pension the veteran Secretary. (Don't you cut that out, Mr. Secretary. I want to say it and I don't want you to stop me! See!)"

Determined to say something original, a university professor declares that "a dollar a day buys more than it is worth."

'Twas the age of wireless telephone.

"Gimme Z double L—79,454, Kazoo, quick!" said the patient subscriber.

And, as he listened, this came right back at him from the exchange:

"Airsbusy!"

Now tired, business-weary men their play times are beginning; we've reached the summer season when the outing has its inning.

We note that several of our members are going abroad. Not for us. We are going down to the edge and let our eyes follow their path across the

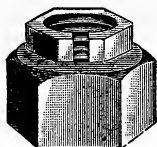
	List.	Class No.
Ainslee	\$1.80	20
American Boy	1.00	14
American Magazine	1.00	14
Atlantic	4.00	70
Boston Cooking School	1.00	14
Burr McIntosh	3.00	45
Camera Craft	1.00	14
Cosmopolitan	1.00	14
Country Life	4.00	60
Current Literature	3.00	45
Etude	1.50	20
Garden	1.00	14
Good Housekeeping	1.00	14
Hampton's	1.50	20
Harper's Bazar	1.00	14
Independent	2.00	30
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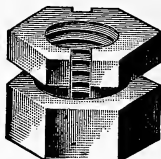
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Vol. 8. No. 1

MARCH, 1910

5 Cents

HOPING FOR SPRING.

March is inauguration month. Inaugurates the riding season.

Now day and night are equal, and yet there is always too much night.

New York's heaviest taxpayer is a woman. She can't vote, but perhaps she is able to control the vote of her chauffeur.

Italy is the first country to insist upon the regulation that motorcycles must be fitted with horns giving them a high note in order to distinguish them from automobiles. The latter must use horns giving only bass notes.

The C. T. C. has changed its London office from Victoria Street to 280 Euston Road, London, N. W. The offices comprise the first and second floors in an imposing building lately erected by the London, County, and Westminster Bank, who occupy the ground floor. As this is quite close to Euston, St.

Pancras, and King's Cross Stations, and within a few yards of the Metropolitan and Tube Stations, it will be much more accessible for both provincial and Metropolitan members than Victoria Street.

Championship contests have been arranged by the International Cyclists' Union for July 17, 21 and 24. They will be held in Brussels. The 1911 championships will be held in Turin. The congress rejected the proposition of the American delegates that cyclists should be authorized to appeal to the international union in cases where the national bodies refused licenses.

Buffalo's oldest bicycle club—the Buffalo Bicycle Club—had a reunion and banquet on Washington's Birthday, Feb. 22. The club was organized on that day, 1879—31 years ago.

“The day on which the year of our Lord in the Church of England beginneth,” is the designation of the 25th of March in the old English prayer-books; and this, not in reference to the church year, for that began then as now, with Advent, but meaning thereby the civil year. So recently was the change made from this day to Jan. 1—a century and a half ago—that our great-grandfathers kept New Year's Day and the Feast of the Annunciation, and for over four centuries previous in our Fatherland Lady Day had ushered in the new year. The recurrence, then, of the 25th of March, now simply a minor festival in the calendar was to our ancestors, full of associa-

tions, religious and social, of a happy new year."—W. S. Bogart.

"In England, as early as the seventh century, the year began on the 25th of December, or Christmas day, and this date was used by most persons until the thirteenth century. But in the twelfth century the Anglican Church required that their year should commence on the 25th of March (Annunciation, or Lady Day). This rule was adopted by the Civilians of the fourteenth century, and was adhered to until 1752. It was known as the Legal, Civil, or Ecclesiastical year. The 1st of January, however, had been considered as the beginning of the historical year from the time of the Conquest, 1066, and in Scotland from 1600."—Spencer Bonsall.

Touring in Belgium will not be such a difficult matter in the future as it has been in the past. The Belgian Ministry of Public Works is spending 10,000 francs for the erection of 1,482 signboards throughout the unposted districts.

The National Cycling Association held its annual meeting at Hotel Bartholdi, New York City, Feb. 1.

Daniel M. Adee, who also is president of the Century Road Club Association, was re-elected president; Charles B. Bloemecke, of Newark, first vice-president; P. T. Powers, Jersey City, N. J., second vice-president, and R. A. Van Dyke, secretary.

No treasurer was chosen for the reason that the chairman of the Board of Control fills that office. R. F. Kelsey again was elected to that position, and

with one exception the Board of Control will be the same as that of last year.

The Board of Appeals will remain the same as last year with a change in the chairmanship. M. L. Bridgman, who has long held that position, asked to be relieved because of continued illness, and N. E. Turgeon, of Buffalo, was made chairman. Bridgman will, however, remain upon the board, the other members of which are: R. G. Betts and A. G. Batchelder, New York City; S. A. Miles, Chicago, and Dr. Charles G. Plummer, Salt Lake City.

Men who claim to own the air above their premises will have to fight it out with the comets.

F. C. O., of Pittsburg, writes:—

“I always read with a great deal of pleasure the monthly edition of Scraps. It always takes me back to the good old times when, with congenial companions, we would start out for a good ride on the winged steed, and such thoughts invariably make me wish for a return of those good days, although I am fully aware that the inevitable increase in years, coupled with the decided addition of avoirdupois (now 210) would compel me to take very short trips with long rests between. With best wishes for the good old L. A. W. and its veteran Secretary, I remain, etc.”

Although it has been a Mecca for tourists for years, strange to say, the trail leading up Mt. Wilson, near Pasadena, Cal., had never been measured

and properly marked. That is, not until last week, when two ingenious youths undertook the self appointed task. It is a wonder some one had not thought of the simple method before. The boys took the front forks and wheel of a bicycle fitted with a cyclometer. Attaching a broomstick it was an easy matter to push the wheel up the long, steep trail. The route was properly marked by tenths of miles.

March 9, 1796, Napoleon Bonaparte and Josephine Beauharnais were married by a justice of the peace.

"It was just five months since the bride had called to thank the groom for giving back her husband's sword, and fifteen months after this husband's death. Napoleon was twenty-seven; Josephine was thirty-three, but the bridegroom swore he was twenty-eight and the lady twenty-nine. As a fabricator he wins our admiration."—From "Little Journeys to the Homes of Famous Women," by Elbert Hubbard.

There will be no bicycle show in Paris this year according to advices from abroad. The French Cycle Factors Association has voted against holding the annual exhibition.

The directors of the Yerkes observatory says Halley's comet will be visible to the naked eye April 1. Take off your spectacles, and as for goggles, well, there!

The Boston Bicycle Club held its 32d annual

dinner at Hendrie's on Saturday evening, Feb. 12. Some fifty members of the Club from Boston, New York, Providence and Dover, N. H., met together for a jolly time.

From the program we gather that

"It has been averred, and by no less a personage than the Reverend Cotton Flannel Mather himself, that the present Hendrie's superimposes the self-same spot where ages ago the Algonquin Indians were wont to hold their annual winter sports, under the auspices of the Boston Icicle Club. And oft the frost-bound welkin gaily rang with echoes of their tribal chant, Bibamus.

"An inquisitive New Zealander peeping in upon our time-honored Winterfest might lightly characterize it as 'a bunch of middle-aged lobsters making a noise,' but, oh, my friends, it is more than that, more than that. That night we are all equals, compeers and intimate friends. It is a time of nickname and democracy, of persiflage and gastronomy. We know no aristocracy of talent, wealth or renown. Why should we? Calves have brains, pirates have treasure, and the name of Major Taylor is spoke on Europe's thrones. We are all royalty, all proletariat. The New Yorker stands close beside the man from Chelsea, while in unison they intone Bibamus with voices bravely off the key. The man from South Boston smiles boldly into the eyes of the Brooklineite, while he of Providence offers a friendly light to him of Dover, N. H.

"The dinner was served in the following courses:

I. Stimulation. II. Anticipation. III. Realization. IV. Commendation. V. Deglutition. VI. Nutrition. VII. Repletion. VIII. Satisfaction."

After the feast came the unbending. Professor Edmands, son of "Billy" of the Club, gave a most creditable exhibition of feats in legerdermain, wherein things came and went, no one could tell how.

One of the verse-makers of the Club (the Club has many) was called upon for his annual contribution and Abbot Bassett began to read verse dating back to the garden of Eden. He had not proceeded far when Quincy Kilby butted in with a versified objection. From that point the two verse-makers had it back and forth, giving and taking good natured whacks, and conducting club members through the historic fields of the Flood, Tower of Babel, Red Sea, Crusades, Columbus, Indians, etc. Another poet, Augustus Nickerson, finally jumped into the fray, poured oil on troubled waters, and the whole thing ended in a concerted recitation by both verse-makers. It was a genuine surprise and seemed to take.

As usual the dinner was a great success and one of the things that draws men together and holds them.

The Rhode Island Division, L. A. W., held its mid-winter reunion at Hotel Dreyfus, Providence, on Wednesday evening, February 9. Very large chunks of good-fellowship were in evidence and a very jolly

time was had. George L. Cooke was toastmaster and was full of his bright and witty hits at those upon whom he called for speeches. All parts of the State were represented.

The Bicycling Committee of the New York Athletic Club for 1910 is composed of Charles J. Kitner, chairman; A. Parks Smith and H. W. Wilson.

The annual reunion of the Brighton Bicycle Club of Cincinnati, organized April 11, 1878, took place at the Gibson House, Cincinnati, on Saturday, Feb. 19 last. Harry C. G. Ellard, the first President, was toastmaster and had appropriate introductions and hits for each speaker. A menu decorated with poetical effusions by Poet Lariat Ellard was an attractive feature of the occasion.

[The date of organization places the club in second place in the history of the wheel. No other club now in evidence was organized in 1878, save the San Francisco Club, Dec. 13, 1878. The old Suffolk Club, of Boston, lasted but a few years. The Brighton Club did not become a League Club as did the Massachusetts and the Essex and therefore we have no record of it on our books. The above two clubs and several others came along in 1879. The Boston Club was organized February, 1878. We find no record of the Brighton Club in the only wheel paper of the day, the American Bicycling Journal. Better prove your record, Mr. President Ellard. We shall have a lot of the old ones after us if you don't. Ed.]

NIXON WATERMAN.

Some of Waterman's "Monitorials" in Christian Science Monitor:

A match and an umbrella
Are dissimilar, and yet
They's either of them likely to
Go out if it is wet.

Mrs. A.—Your new Boston chef knows just how to bake beans, no doubt.

Mrs. B.—Ah, yes, indeed! He takes them from the oven at just the right Browning point.

Mary had a little lamb,
As has been said before,
But the meat trust now has boosted the price
Till she won't have any more.

"I can marry," said he, "any girl that I please!"
Which was true, but he knew with regret
There was none he could please, that's the reason that he's
A lonely old bachelor yet.

There seem to be good reasons that quite warrant
The view that with photographers prevails,
That pictures of Great Britain's heir apparent
Apparently are really prints of Wales.

Since "firemen" attempt to stop
The flames that seek to spread
By pouring on water it seems 'though they orter
Be "watermen" instead.
And 'though the fireman's red shirt
As the ladder's length he mounts
'Mid walls that are blazing, is really amazing,
His hose is the thing that counts.

William J. Smith died Jan. 15, 1910, at Bristol, England, where he had been living for more than a year. He was one of our oldest riders, having begun his wheeling in 1876 and having made several

tours awheel before coming to this country in the early eighties. He was a member of the League of American Wheelmen and of the Boston Bicycle Club and had kept up his riding until compelled by ill-health to discontinue it. On every rideable Sunday the year round he might be found with a few chosen friends enjoying the attractions of the country roads anywhere within fifty miles of Boston. Like all sincere wheelmen he was an ardent lover of nature.

"Smithy," as we knew him, was one of the most modest of men in regard to his own acquirements and abilities. Few of his acquaintances knew that he was an amateur photographer of refined taste and practical equipment; that he could read and write several foreign languages with facility; that his knowledge of machinery and mechanics was far-reaching and thorough; that he was a mine of information on the subject of sailing and steam vessels, from the yacht to the steamship. Indeed, it would be hard to find any subject upon which he could not converse intelligently and entertainingly. And withal, he never pushed himself forward but kept in the background until a quietly dropped word showed how intelligent and bright a man he was.

He sleeps in a quiet little English country churchyard a few miles from Bristol. His friends will miss him. May he rest in peace.—Quincy Kilby.

Francis P. Prial, for many years editor of "The Wheel," New York, died at his home in New York City on January 31 last. He was one of the strong men of the cycling world, coming into it as one of

the editors of the "Amateur Athlete," then L. A. W. organ, in 1884. In 1886 he became editor of "The Wheel," and in that capacity went through historic cycling from its gradual rise to its decline. An unlucky venture in a drygoods journal wrecked a fortune made with his bicycling paper, and in 1900 he sold out to the "Bicycling World" all his interest in "The Wheel." After that he was for a short time with the "Motor Boat" and later was president of the company publishing the "Motorcycle Illustrated." He was stricken with typhoid fever at the Madison Square Garden show and was its victim.

Mr. Prial was always a potent factor in the cycling world. Well educated, a keen appreciation of what is best in all things, a companionable associate always, and a credit to the sport always so near to his heart.

Queer stunts on bicycles are still cropping up. One of the queerest recently was performed by a Frenchman, Jean Marin, who now is grandiloquently styled the "Bicycle Champion of Impassibility." He "won" the "title" by remaining seated on his wheel without moving for ten days. His rival for the "title" fell into a doze on the ninth day and ignominiously tumbled off his machine. The exhibition took place in a French music hall—a truly "continuous performance"—and a great many people paid good money to see the two fanatics balance themselves on their motionless machines.

"On account of the 'greatt inconveniences by

persons irregular riding through the streets of the Towne, and galloping,' it was ordered (March 14, 1656) that for every offence of this kind the delinquent should be fined two shillings and sixpence; except 'upon dayes of military exercise or any extraordinary case require it.'—S. G. Drake. And they were going it some, even then.

A new type of goggles has been invented by an English concern. They are constructed to allow the wearer to see what is going on behind him, which is made possible by a clever arrangement of mirrors on the ordinary glass faces. They do not hinder forward vision. Good thing for those who write bicycle history.

If the officials of Portugal do not kill bicycling in that country it will be because of an unquenchable desire to ride and not because of the drastic regulations that have just been put into effect. The city of Lisbon has decreed that every cyclist must be registered and pay 200 reales. Not only that, but before he can secure a license the luckless rider must be vouched for by ten other cyclists or by a club, and must give up 600 reales more upon issuance of the license. A large colored badge must be carried and none must ride faster than a trotting horse.

Here is a brief description a Kansas editor gives of a speech recently made by a congressman. "His celluloid cuffs rattled like a barn door in a high wind."

ASSEMBLY DELEGATES.

In accordance with Section 3, Article V of the Constitution, I appoint the following as delegates to the National Assembly of the League of American Wheelmen:

New York, 14—T. T. Eckert, Jr., Henry G. Wynn, N. S. Cobleigh, W. R. Pitman, Fred G. Lee, F. W. Brooks, Jr., J. C. Howard, C. Lee Abell, John F. Clarke, L. P. Cowell, Geo. T. Stebbins, Wm. H. Hale, L. P. Coleman, A. G. Batchelder.

Fraternally,
Walter M. Meserole,
President.

Brooklyn, N. Y., Feb. 12, 1910.

ANNUAL ELECTION.

In view of the fact that in no case is there more than one nomination for the office of Representative, it seems unnecessary to go to the expense and trouble of an election by mail.

In pursuance therefore of the authority invested in me, I now declare the several members who have been nominated, to be duly elected, and I am anxious that as many as are able to arrange their plans to that end, will attend the National Assembly at Boston, Massachusetts, in September, 1910.

Fraternally,
Walter M. Meserole,
President.

THE NEW OBSESSION.

Oh, it's motoring here and it's motoring there,
It's motoring, motoring, everywhere.
The babies in motoring carriages go,
The kids soon will coast on the silvery snow
In automobiles up steep automoslides
In wildly hilarious automorides.
Our dancers are dancing gay automojigs;
Our doctors drive round in their automogigs;
And those who would perch on fame's highest bars
Now hitch up their wagons to automostars.

The farmer is smiling his harvest to gain
 When loading his hay on his automowain,
 Or scarring the earth with his automoplow,
 Or milking his gasoline automocow;
 Or sending the choreman with automolegs
 To gather each morn the fresh automoeggs
 'Neath the automohens in the automocoop,
 To the tune of the rooster's shrill automowhoop,
 While he who plays golf will rejoice at the call
 Of the automocaddy who chases his ball.

The automocamel will soon lead the van,
 From Automosheba to Automodan,
 And down in the kitchen, by hook or by crook,
 Some day we'll rejoice in an automocook,
 Who more than a week in the household will stop
 To joy in the jests of the automocop.
 Yes, it's motors by day and it's motors by night;
 Wherever we look there's a motor in sight.
 All over the land they are quite the fromage
 And every old barn has become a garage!
 —H. D. Gastitt.

PERIODICAL DEPARTMENT.

Practically every well-known magazine in the field has advanced its wholesale price this season, and cutting prices, except as magazines are clubbed is absolutely forbidden, except in a few instances. Every magazine is classed by a number which fixes its basic price.

We publish a list of the best sellers with their class numbers. To form a club, add up the club numbers, multiply the result by five and add our profit, which is ten cents for each magazine. Thus McClure, 20; Review of Reviews, 30; Smart Set, 30; total list, \$7.50. Add class numbers, 80, multiply by 5, \$4; add 30 cents. This club figures at \$4.30.

Many of the magazines have special clubs. Those who want periodicals not included in list below will do well to send for our prices. There are many combinations to be made besides the regular ones.

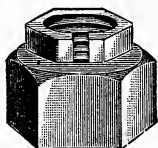
	List.	Class No.
Ainslee	\$1.80	20
American Boy	1.00	14
American Magazine	1.00	14
Atlantic	4.00	70
Boston Cooking School	1.00	14
Burr McIntosh	3.00	45
Camera Craft	1.00	14
Cosmopolitan	1.00	14
Country Life	4.00	60
Current Literature	3.00	45
Etude	1.50	20
Garden	1.00	14
Good Housekeeping	1.00	14
Hampton's	1.50	20
Harper's Bazar	1.00	14
Independent	2.00	30
Judge	5.00	92
Leslie's Weekly	5.00	72
McClure	1.50	20
Metropolitan	1.50	20
Musician	1.50	20
National	1.50	20
Outing	3.00	45
Outlook	3.00	55
Pearson's	1.50	14
Popular	3.00	45
Putnam's	3.00	30
Recreation	3.00	45
Review of Reviews	3.00	30
Smart Set	3.00	30
Suburban Life	3.00	45
Success	1.00	14
Woman's Home Companion	1.25	18

UNCLASSIFIED MAGAZINES.

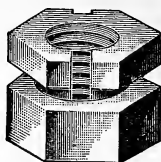
Bicycling World	\$2.00	\$1.75
Century	4.00	3.35
Harper's Magazine	4.00	3.50
Harper's Weekly	4.00	3.50
Life	5.00	4.50
Literary Digest (new)	3.00	2.60
Munsey	1.00	.95
Saint Nicholas	3.00	2.85
Scientific American	3.00	2.75

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Bassett's Scrap Book

A MAGAZINE FOR RIDERS OF THE WHEEL
OFFICIAL ORGAN LEAGUE OF AMERICAN WHEELMEN

A magazine that is read from cover to cover and therefore a first-class advertising medium for bicycles and sundries. Also for anything useful to men. Our rates:—\$1.50 an inch. Repeat, if unchanged, \$1.00 an inch.

Entered as Second Class Matter, March 10, 1904, at the Post Office, at Boston Mass., under the Act of Congress, March 3, 1879.

Vol. 8. No. 2

APRIL, 1910

5 Cents

LOYALTY.

How dear to our heart is the loyal League member,
Who pays his dues promptly when starts a new year,
Who lays down his money and offers it gladly
And casts round the office a halo of cheer.
Who never says, "What do I get for my dollar?"
But tells us he'll stay with us clear to the end.
Who reads every word that he finds in the Scrap Book,
And says, "Keep it up and continue to send."
How welcome is he when he comes to the sanctum,
And brings us a message of love and good cheer.
We outwardly thank him—we inwardly bless him—
The loyal League member who pays every year.

THOUGHTS TURN LIGHTLY.

Tennyson puts it: "In the spring a livelier iris changes on the burnished dove; In the spring a young man's fancy lightly turns to thoughts of love."

The early days of spring are here, when roads are worst of all the year, and mud now fills us with disgust where later we'll be filled with dust.

Society is taking to the bicycle again, but very quietly. At Palm Beach there is a cycle livery that is well patronized and at all the winter resorts in

Florida aristocracy rides where it can be "Far from the madding crowd."

In the spring the wheelman's fancy lightly turns to wheeling joys; In the spring he wants the open, wants to get out with the boys.

Making good roads with sawdust is being practiced in a number of localities in the South. Two ridges of earth are thrown up (a road machine being required to do the work) at a certain width from each other, the space between being filled with a six-inch bed of sawdust. Dirt is then mixed in the sawdust, and it is claimed that heavily loaded vehicles in passing over this kind of a road make no impression upon it. It is estimated that the cost of building is about \$200 per mile. Some of these roads have lasted 25 years in Georgia and are still in good condition.

"I never argue against a success," said Josh Billings. "When I see a snake stickin' his head out of a hole I bear off to one side and say that there hole belongs to that there snake."

The NYLAW met at Albany, N. Y., on Saturday, March 19, and dined at Hotel Kenmore. There were present W. H. Hale, Chairman; L. P. Cowell, Secretary; W. M. Meserole, C. J. Obermayer, Milo M. Belding, Jr., Lucius H. Washburn, W. M. Thomas, Henry J. Wynn, J. C. Howard, Frank P. Share. Thomas T. Eckert, Jr., was elected a mem-

ber. It was a very jolly time. An automobile excursion was arranged for June.

In the spring the Nylaw gathers while the birds are all in tune; In the spring we find them voting for an auto run in June.

April laughed and threw a kiss,
Then, afraid, it seemed amiss,
Quick she dropped a shining tear
And it straightway blossomed here;
Seeing this she then threw more,
Crying harder than before—
A tear for every kiss she threw:
For every tear a blossom grew,
Till she, laughing, ran away
And left her flowers all to May.

—A. J. Grannis.

Dr. T. M. C., of Garrison, N. Y., writes: "It may be of interest to some of the readers of the Scrap Book to learn that Richard Haklugh in 1580, in giving written instructions to Merchants of the Muscovic Company for the discovery of the North East Strait, recommended them to take certain English manufactures as samples for the purposes of trade and among them are glazen eyes to ride with against dust. Thus is proved again the old saying that there's nothing new under the sun. I read your monthly Scrap Book with much pleasure and send this as a contribution."

In the spring the wheelman's fancy turns towards his idle wheel; In the spring he cleans and brightens every bit of rusted steel.

HULLO!

When you see a man in woe,
 Walk right up and say "Hullo!"
 Say "Hullo!" and "How d' ye do?"
 How's the world a-usin' you?"
 Slap the fellow on the back;
 Bring your hand down with a whack.
 Walk right up, and don't go slow;
 Grin an' shake, an' say "Hullo!"

Is he clothed in rags? Oh, sho;
 Walk right up and say "Hullo!"
 Rags is but a cotton roll,
 Jest fer wrappin' up a soul;
 An' a soul is worth a true,
 Hale and hearty "How d' ye do?"
 Don't wait for the crowd to go,
 Walk right up and say "Hullo!"

When big vessels meet, they say,
 They saloot an' sail away.
 Jest the same are you an' me,
 Lonesome ships upon a sea;
 Each one sailin' his own log,
 For a port behind the fog.
 Let your speakin' trumpet blow;
 Lift your horn and cry "Hullo!"

Say "Hullo!" and "How d' ye do?"
 Other folks are good as you.
 W'en you leave your house of clay,
 Wanderin' in the far away;
 W'en you travel through the strange
 Country t' other side the range,
 Then the souls you've cheered will know
 Who you be, and say "Hullo!"

—Sam Walter Foss.

"No man can foretell the weather correctly,"
 writes John Busby, "but I can hit it as well as any

man on earth today." Then he adds that spring is here. What more could we ask?

Massachusetts has her own little holiday this month and we are all very glad that Paul Revere took that ride and that Longfellow glorified it.

Ten years ago, April, 1900, we bade farewell to Elliott's Magazine as the official organ and made a new contract with the publishers of the Cycling Gazette of Cleveland, O., for a monthly periodical to be called "The L. A. W. Magazine," which was first issued in June of that year. They say that time flies, but it would seem to have been flying a long while to cover the ten years and to have looked upon very much that was interesting.

Gold reflectors for automobile lamps is the latest. The chief advantages claimed for the gold-plated mirrors are that the light beams reflected from them have greater penetrative powers through foggy atmospheres than silvered reflectors, and that the objects revealed by the rays of a golden beam retain more nearly their original hue, and hence are the more readily distinguished.

Mr. and Mrs. Sterling Elliott sailed for England in the Megantic, Tuesday, March 29. A business trip, but any fun that comes along will not be pushed aside. Elliott tried to find a steamer with a wooden wheel, but he gave up in despair.

The bicycle aeroplane fever has reached California. William Bodle and Charles Reamy, described

as two well known young business men of San Anselmo, claim they have invented the cycle or aeroplane which will solve the long sought problem. The invention resembles a bicycle, except that it has two large wings at the side and a propeller and balancing plane in the rear. So far as known the contrivance has not yet left the ground.

The Newton Bicycle Club had a run to Newtonville on April 9, where at the hospitable home of Herbert A. Fuller they found pleasurable and gastronomic entertainment, and held the regular spring meeting.

In the spring the member's fancy lightly turns to what is due; In the spring he sends his dollar—say does this apply to you?

To H. E. T.—The Cumberland Road, or National Highway, as it is sometimes called, connected the District of Columbia with the Ohio River. Commenced in 1806, and built at a cost of \$1,800,000, it was the first internal improvement of any magnitude undertaken at public expense. Before the close of the year 1831 over \$200,000 had been expended upon it in repairs. The road ran from a point nearly opposite Steubenville, O., and Wheeling, in West Virginia, through Ohio and Allegheny counties to Cumberland, thence through Cumberland and Washington counties and in Frederick county to Frederickton, all in Maryland. Connecting there was a

road that led to Baltimore and one that led to Washington, D. C. The national road had a uniform width of 80 feet and was afterwards extended westward from the Ohio River to Indianapolis.

TO MY BICYCLE.

Visions of Wonderland rise from the heart of you,
Love, O my love of the heather and pine;
Poetry thrills in the tiniest part of you,
Bicycle mine.

Springtide already is here at the thought of you,
First love and true love, my guide and my friend.
O the romances and wonderings caught of you,
Worlds without end!

Oft have we revelled in sudden vicissitude,
Patching a quarrel or healing a scratch,
Objects together of rustic solicitude,
Wanting a match!

Unguent of rhyme would I willingly rain on you,
Like as the prophets their chosen anoint,
Were not adjusting and oiling the chain on you
More to the point.

—A. W., in London Chronicle.

It is said the average man eats 1,000 pounds of food a year. Nobody has figured what the average boy eats, but it must be considerably more than 1,000 pounds.

Forty surviving members of the old Brooklyn Bicycle Club held their second annual reunion and dinner at the Hotel Imperial, Brooklyn, N. Y., Sat-

urday night, March 5. Before it went out of existence about ten years ago the club boasted of a big membership and a handsome club house in South Elliott Place. The first annual reunion was held last year and it was such a success that it was voted to repeat it each year. James Thompson, one of the club's last presidents, was the toastmaster. This is the club that made Potter famous and gave Raymond to the Racing Board.

A Chicago minister declares there will be no men in heaven. But let no woman be discouraged. He may be mistaken.

The swindler isn't exactly a philanthropist, but he is always looking for the good things he can do.

We have had complaint that the Boston & Maine R. R. illegally charges a fee for carrying bicycles. The expected has happened. Thus far complaint has been made by those who say, "I once belonged to the L. A. W." We are waiting to hear from some one who has stood by the organization.

Frederick G. Wiese, No. 53.—Wm. S. Ginglen of Bordentown, N. J., writes:—

"It is with regret that I write to advise you of the death of one of the Old Guard. Frederick G. Wiese died on March 7th in his 71st year, after a very active life. He was stricken on the street with paralysis on March the 4th and died on the 7th. He joined the L. A. W. June 16, 1882, was one of the

organizers of the Owl Bicycle Club on July 10, 1882, and was for many years its Captain. He remained an active wheelman up to the last. He served as Postmaster under both Cleveland administrations and at the time of his death was District Superintendent of the Home Telephone Co."

We don't recall ever meeting the deceased, but we have had from him many pleasant letters. With every renewal came from him a message of encouragement and good cheer. Such things make life well worth living.

Frederick Alcott Pratt, son of John Bridge and Anna Bronson Alcott Pratt and League Member No. 70, died at Concord, Mass., March 10, 1910. He was in the early days a member of the Massachusetts Bicycle Club, and an enthusiastic wheelman always. We like to think of him as "Demi" of "Little Men," for it was he who stood as the prototype of John's son in the mind of Louisa M. Alcott when she drew John and Meg's son, "Little John." He was a whole-souled and altogether delightful man, an enthusiast in everything he went into and a friend to everybody. He was with Roberts Bros., who published Miss Alcott's books, for many years. An unfortunate experience in the automobile business overtook him a few years ago and since that time he has lived in retirement at Concord. In him we lose one of the good fellows who made wheeling delightful in the old days.

In the Spring.—In the spring the good wife's

fancy lightly turns to cleaning house; in the spring the good man finds it hard to satisfy his spouse. Did you ever read Clifton Johnson's "Book of Country Clouds and Sunshine"? Perhaps some of the things will come home to you:

"Mrs. Farmer's mind has been running on house-cleaning for some time past. . . . Mr. Farmer succumbs to persuasion and mild invective, and finds himself compelled to make up a bucket of white-wash. For two or three days he spends his spare time flourishing a broad brush, wherewith he gives the ceilings of all the rooms of the house a coating that is declared to make the apartments look much better, besides being healthy.

"Meanwhile Mrs. Farmer and her daughter are attacking the rooms, one by one, turning closets inside out and everything else upside down, reveling in soapsuds, and leaving no crack or crevice untouched in the energy of their campaign. Carpets are torn up and thrown out of the windows, and the men-folks are expected to swing them over a rope strung high in air between two convenient trees and give them a beating. The children enjoy taking a hand in this beating, and will ply the long apple-tree twigs or the horsewhip with vigor for a time, and take great delight in the puffs of dust which every blow starts; but they have not the strength to keep up the work for such a length of time as is deemed necessary, and they tire of the dust as well as of the labor. Someone older finishes the job, and is always astonished at the amount of dust a carpet can con-

tain, and is heartily thankful, by the time he has finished, that house-cleaning comes but once a year. To be sure there is some pretty vigorous skirmishing with soapsuds and scrubbing brushes in the fall, but the upheaval stops short of carpets. After the carpet is cleaned the men-folks are invited to help put it down. The problem as to whether it is worn so it ought to be turned is discussed and decided, darning or patching done if necessary, and then those engaged crawl around on hands and knees in an endeavor to make the carpet fit snugly and tack it there. For some days after the affray, evidence of it may be found in the stray tacks which one is liable to encounter, with more or less pain or pleasure, anywhere and at any time. While this spring renovating is under way one often feels like a stranger and intruder in his own home."

THE VILLAGE PROCRASTINATOR.

Somewhere along in '93
Jed Wheeler come an' said to me,
"Ezekiel, I'm goin' to buy
A bicycle." "Git out!" says I.
"It's true," said Jed, with tilted head,
"A reg'lar bicycle," says Jed.

Then Jed took on a knowin' air,
An' raised his hat frum off his hair,
An' wiped his Dan'l Webster brow,
An' says: "But I don't buy it now.
No, sir; not now," says Jed, "I swow,
They'll be much cheaper year from now."
An' that was long in '93
That Jed made that remark to me.

In '94 I spoke to Jed
 About his bicycle; he said
 That he'd foun' by lookin' roun'
 That wheels was surely comin' down,
 An' that he'd wait a year or so,
 Till they hed dropped down purty low.
 "Oh, yes," said Jed, with tilted head,
 "Great scheme fer savin' cash," he said.

Waal, '95 an' '96 went by,
 An' bicycles warn't nigh so high.
 I met Jed down to Jones' store
 An' asked him, as I'd done before,
 Ef he hed got his wheel ez yit,
 Or what kind he was like to git.
 Then Jed took on a wise-like grin,
 An' scratched the stubble on his chin,
 An' hemmed an' hawed, an' shet one eye
 An' says, "I'll git one by and bye."

Says Jed, "Thye're droppin' three or four
 Dollars per year, an' some years more;
 I'm savin' that much, don't you see,
 Which is good interest fer me.
 I'll walk aroun' this blamed ol' town
 Another year an' salt it down."
 An' so he walked, two years, at least,
 The while the price of wheels decreased.

In 1900 once again
 I met ol' Jed upon the train.
 "Why don't you ride your wheel?" says I,
 An' Jed he kinder closed one eye
 An' says, quite conferdential-like:
 "The reason I ain't bought no bike
 Is jest becuz I'm waitin' till
 They git a little cheaper still.
 "Why, man," says he—"why, don't you see
 I'm makin' money? Course I be."

A year or two or more went by,
 An' Jed, still squintin' up one eye.

Walked back an' forth from home to town
While bicycles kept comin' down.
"Oh, no," says Jed, with shake of head,
"I'll walk an' save my cash instead.
I'll walk an' use my weather eye;
They'll git down cheaper by an' by."

An' that was back in '93
That Jed talked bicycle to me;
He's talked about it ever sence,
An' still kept straddle of the fence.
"Oh, no," says he, "you can't fool me;
I know what I'm about," says he.
An' so he walked, an' by degrees
Poor Jed got the foot disease.

Says he, "I vow, it's high time now
I bought a bicycle, I swow!"
So t'other day he sent away
To git his wheel. But, strange to say,
Afore he got aroun' to ride
Jed took a turn, an' up and died.

—Joe Cone, in Century Magazine.

M. S. T. writes: "I am sending you five dollars. Keep my membership alive for five years and send me ticket each year. I prefer this way to taking a life membership, for I feel that a life member is like one laid on the shelf. I want the yearly reminder that we still live and I don't want to go way back and sit down in the life members' row. Perhaps you think I am queer in this. So I am. I always was queer and I always will be. I like the life that is in a yearly member and I dislike the deadness of a life member."

When Halley, just before his death, foretold his comet would appear in 1758, as it did, they said he

“prophesied truly.” In these knowing days we realize his “prophecy” was pure calculation, while comets are recognized as being merely harmless, fuzzy things. Scientific discovery knocks the stuffing out of man’s dearest terrors, and it is a pity, for life was more amusing when he did not know so much.

NOMINATING COMMITTEE.

Charles J. Obermayer, Esq., President Greater New York Savings Bank, 498 Fifth Ave., Brooklyn, N. Y.

George L. Cooke, Esq., Providence, R. I.

Alonzo D. Peck, Esq., Boston, Mass.

Gentlemen: You are hereby notified that, acting under the provisions of the Constitution, I have appointed you as a Committee to make nominations for national officers to be voted for at the next Annual Election, and will ask the first named gentleman to act as Chairman and to communicate with the others as to matters of procedure.

Yours fraternally,

Walter M. Meserole,
President.

Brooklyn, N. Y., March 22, 1910.

PERIODICAL DEPARTMENT.

Practically every well-known magazine in the field has advanced its wholesale price this season, and cutting prices, except as magazines are clubbed is absolutely forbidden, except in a few instances. Every magazine is classed by a number which fixes its basic price.

We publish a list of the best sellers with their class numbers. To form a club, add up the club numbers, multiply the result by five and add our profit, which is ten cents for each magazine. Thus McClure, 20; Review of Reviews, 30; Smart Set, 30; total list, \$7.50. Add class numbers, 80, multiply by 5, \$4; add 30 cents. This club figures at \$4.30.

Many of the magazines have special clubs. Those who want periodicals not included in list below will do well to send for our prices. There are many combinations to be made besides the regular ones.

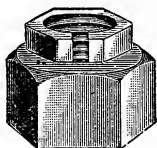
	List.	Class No.
Ainslee	\$1.80	20
American Boy	1.00	14
American Magazine	1.00	14
Atlantic	4.00	70
Boston Cooking School	1.00	14
Burr McIntosh	3.00	45
Camera Craft	1.00	14
Cosmopolitan	1.00	14
Country Life	4.00	60
Current Literature	3.00	45
Etude	1.50	20
Garden	1.00	14
Good Housekeeping	1.00	14
Hampton's	1.50	20
Harper's Bazar	1.00	14
Independent	2.00	30
Judge	5.00	92
Leslie's Weekly	5.00	72
McClure	1.50	20
Metropolitan	1.50	20
Musician	1.50	20
National	1.50	20
Outing	3.00	45
Outlook	3.00	55
Pearson's	1.50	14
Popular	3.00	45
Putnam's	3.00	30
Recreation	3.00	45
Review of Reviews	3.00	30
Smart Set	3.00	30
Suburban Life	3.00	45
Success	1.00	14
Woman's Home Companion	1.25	18

UNCLASSIFIED MAGAZINES.

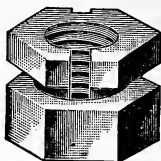
Bicycling World	\$2.00	\$1.75
Century	4.00	3.85
Harper's Magazine	4.00	3.50
Harper's Weekly	4.00	3.50
Life	5.00	4.50
Literary Digest (new)	3.00	2.60
Munsey	1.00	.95
Saint Nicholas	3.00	2.85
Scientific American	3.00	2.75

"The Cheapest Life Insurance"

is what **COLUMBIA LOCK NUTS** have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



REGULAR



IMPROVED

Not like other nuts, they will NOT shake loose.

No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—**FREE**. A booklet with prices mailed on application.

COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.

ALONZO D. PECK,

DISTRIBUTER FOR

POPE MANUFACTURING CO.

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Fay Juvenile Bicycles.

Reading Standard Motorcycles.

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Bassett's Scrap Book

A MAGAZINE FOR RIDERS OF THE WHEEL
OFFICIAL ORGAN LEAGUE OF AMERICAN WHEELMEN

A magazine that is read from cover to cover and therefore a first-class advertising medium for bicycles and sundries. Also for anything useful to men. Our rates:—\$1.50 an inch. Repeat, if unchanged, \$1.00 an inch.

Entered as Second Class Matter, March 10, 1904, at the Post Office, at Boston Mass., under the Act of Congress, March 3, 1879.

Vol. 8. No. 3

MAY, 1910

5 Cents

IN MEMORIAM.

Oh, here's a rose for every grave
In which a soldier's sleeping;
And may our flag forever wave,
It's sacred vigil keeping.
And here's a wreath of roses for
Each nobler man and brother
Who reasons men away from war
To peace with one another.

MAY BE? IT IS!

Good roads are made—not born.

Never put off till tomorrow the renewal that's due today.

Oh we don't care so much for the heat and the dirt, when we wear a "trash" suit and a "negligent" shirt.

"I see my finish," said the wheel as the man picked it up to dip in the enamel.

The C. T. C. has issued the British and Irish Handbook for 1910. It contains the Consul, Hotel

and Farmhouse lists and is invaluable to the tourist in Great Britain. Our members can procure it for a shilling.

Louis Rubenstein of Montreal has been re-elected President of the Canadian Wheelmen's Association. Mr. Rubenstein has been a member of the L. A. W. since 1883 and holds number 138.

The Rovers' Cycle Club held its 24th annual dinner at the B. A. A., Boston, on the evening of April 18th. Thomas H. Hall, the President, presided. There was a concerted verse production by the firm of Kilby and Bassett and the output seemed to go very well. Mr. Daniels, the entertainer, provided songs and recitations and Mr. Burbeck spoke for the departed ones. It was a most notable occasion. Mr. Hall was re-elected President and plans were set on foot for an especially fine celebration of the 25th anniversary next year.

The Boston Bi-Club held its four hundred and fifty-third called run on April 19th. First to Woodland Park to see the Marathon run, and then to the "Robinson's" at Chestnut Hill, where open-house for wheelmen is kept every Patriots' Day.

We think, perhaps, that we, or some one else said, recently: "Don't Give Up the Ship," and this may account for the many times this brief piece of advice has been sent to us the past month. All right, we sha'n't give up the ship till it gives us up and throws us overboard.

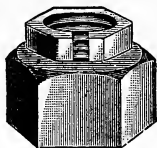
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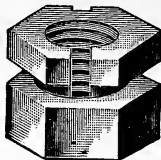
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Vol. 8. No. 4

JUNE, 1910

5 Cents

GLAD TO SEE YOU.

Laws a mussy, walk right in,
Glad ter see ye, June.
Take yer bunnit off an' set;
Hain't come none too soon.

Haven't seen ye fer a year,
Knowed ye on the spot,
Hope ye fetched yer roses 'long—
May, she most fergot.

Sakes alive, yer lookin' fine!
Mighty glad ye come,
Everything ye see is yourn,
Make yerself to hum!

THE LAWN MOWER ORCHESTRA IS NOW PLAYING THE FULL SCORE.

It is better to be hungry all of the time than never
be hungry any of the time.

Keeping up with the procession isn't quite
enough; you want the procession to get into your
step.

A St. Louis, Mo., man at 100 years of age smokes,

chews, drinks, takes snuff and swears. Only another way of putting the truth that "the good die young."

Easy street, however, is neither the happiest nor the healthiest street in the world.—Puck. Yet everybody is walking up and down looking for a rent.

If you are not dead sure when you are licked, doubtless the other fellow can tell you.

Proof isn't required that baseball is shortening as well as otherwise changing the English language. A small boy, when asked by a near-sighted gentleman for the score, replied: "Nix nix end of the six."

The C. T. C. is issuing accident policies on very easy terms to its members. 1s. 6d. paid gives a death by accident payment of \$500; 1s. gives \$100. Too much law for that sort of thing over here. We tried it once and our Secretary came very near to being jailed. Too much law is a good bait for socialists to angle with.

A Perth (Eng.) bicycle dealer has utilized a dog as a "sandwich" to attract attention to his business. A white-haired terrier sits all day in front of the door, a card from the collar bearing the following: "Dear Friend, I am dumb, but our cycles speak for themselves. Bow-wow-wow!"

How will the coming generation get their phys-

BASSETT'S SCRAP BOOK

ical exercise in outdoor recreations? The bicycle has played hob with the bicycle, and the power boat has the sailing boat and the oarsmen on the ruin. A tiny motor now pushes the light Indian canoe over the shallow lakes and streams, and for some the paddle is too strenuous or too slow. Shall we next see the pedestrian tuck a motor in his pocket and get over the ground without the labor of moving his feet?

One difference between a beautiful girl and a codfish is that the former may become a fall bride and the latter a ball fried.

A former Bostonian returned unexpectedly, on account of the comet, thus explains his appearance at the Hub: "I came to town this morning, in recollection of the reply of Wendell Phillips to the Millerites who called to him when he was riding in from Concord, 'Mr. Phillips! Stop! Come join us! We are collected in this field because the world is coming to an end this afternoon.' 'That doesn't concern me,' answered Phillips, 'I live in Boston.'"

First Bicycle Tour—Once more we have before us the mooted question of the first American bicycle tour. First of all, what is a tour? The dictionaries tell us that a perfect tour is one where a person goes on a roving journey and comes back to the place of starting. A ride to get somewhere and stay there is not a tour. One man can tour as well as many. Suppose we look at the records of early days.

JASSETT'S SCRAP BOOK

March, 1878, Will R. Pitman, being in Haver-
mass., announced his intention of riding on a
wheel to Boston. It was an extraordinary feat and
the newspapers made much of it. Crowds greeted
him along the route, the Boston Bi Club rode out
to meet him and escorted him to Hotel Brunswick.
Started at 12.30 p. m.; arrived at 6.10 p. m.; 40 miles.

The next month, April, 1878, Mr. Pitman rode all
the way from Fitchburg to Boston, 57 miles.

May 25, 1878, took place what has been called the
first overnight run. Charles E. Pratt, editor of the
Bicycling World, and Edward C. Hodges, financial
backer of the paper, rode to West Boylston, Mass.,
50 miles, and returned the next day. Their purpose
was to study roads and routes for future publication
in the paper.

July 3, 1879, Wentworth Rollins of New York
City, a dealer in cycling goods, made a business trip
to Albany which took 5 days, 190 miles. He re-
mained at Albany until August 2, when he started
awheel for Chicago. He made many stops on the
way and arrived at Chicago September 27.

July 7, 1879, came what has been called the first
American bicycle tour. William E. Gilman of
Chelsea, later editor of the Bicycling World, and
Darius Hadley, a school master at Everett, made
plans for a bicycle tour to and through the White
Mountains. Two friends, horseback riders, joined
them and this involved taking along an "ambu-
lance" for the luggage and tent. This was driven by
Eli Veazie of Chelsea. The party went by boat to

Portland, rode over the road to Gorham, N. H., where they went into camp. Frequent trips awheel were made to Mt. Washington, to Crawford Notch and to other points of interest. They found the valley roads in good condition for riding and the hills not frequent nor steep. The wheelmen rode home over the road and the horsemen returned to Portland where they took the boat for Boston. The whole trip was of three weeks' duration.

The claim that this was the first American bicycle tour has been challenged because the horsemen went along and this made it a "mixed" tour. But two men in a buggy went on the first wheel About the Hub; men on bicycles went with the famous North Shore tricycle tours, etc., etc. The fact remains that this tour revealed the fact that the White Mountain section had roads well adapted for touring awheel and corrected the impression that the high hills and rough roads forbade wheeling. The two wheelmen collected a deal of information regarding routes and roads and this proved valuable to future tourists and sent many wheelmen into the White Hill section. They demonstrated that horsemen and wheelmen had better not travel in company and so announced.

The rival claimant to the above is a tour made in the following month, Aug. 13, 1879. Charles E. Pratt, Edward W. Pope and Winfield S. Slocum started from Boston to ride to Portland, Me. They made a leisurely journey and arrived at their destination on the evening of the 16th, 150 miles. They

returned to Boston by boat. Reported cost of trip \$11.50 each.

Oct. 2, 1879, Max Hansman and H. M. Schooley of the Capital Club, Washington, D. C., rode to Boston from Washington and arrived October 14.

One of the earliest long tours came in 1886 when Charles M. Fairchild, now of Chicago, A. M. Hill and Harry W. Fairfax rode from New Orleans to attend the Boston Meet, taking a touring speed all the way.

We have submitted a fine collection of early rides, runs and tours, and we leave it to our Scrappers to select the earliest, the best and the most creditable.

Miss Marie de Ford Keller of Baltimore, Md., has just completed a portrait of the late Conway W. Sams, former judge of the Supreme Bench of Baltimore. The portrait will be hung in the Superior Court room of the Courthouse. The portrait was painted entirely from photographs and is a very fine likeness of the original. Conway Whittle Sams was President of the L. A. W. in 1900 and before that was Chief Consul of the Maryland Division and Chairman of the National Committee on Rights and Privileges. Joined the League in May, 1895, and was Life Member No. 46. Born in South Carolina in 1862; the family went to Baltimore in 1878; took a college course and was admitted to bar in 1886. He was a man of strong personality and was held in high esteem by those who had dealings with him. To many of us this is a loss we feel very deeply.

The Century Road Club of America have arranged for a cycle tour to Bermuda. The tourists will leave New York on the steamer Trent July 23. Five days on the island. Arrive at New York August 1.

We are asked for the highest number given out by the L. A. W. Dec. 31, 1902, the number 155,130 was given out to a New York man no longer with us. That's the topper. New numbers given out Jan. 1, 1903.

Massachusetts says "No!" to the proposed law requiring all vehicles to carry lights. Whether or not a bicycle should carry a light is a disputed question among wheelmen, many of whom have opposed carrying lamps while other vehicles travel in the dark; but we can well believe that wheelmen will never oppose a bill that will require every vehicle to be so provided. They don't have to. The farmers will attend to that.

If we all go back to the farm, as some claim we must, we will have a great big party to oppose progress in road building and travel things.

The Veteran Wheelmen's Association, which was formed in 1908 to foster the spirit and preserve the associations formed during the old cycling days in Philadelphia, Pa., held its second annual meeting and reunion in the Quaker City, Friday night, April 29. The meeting was well attended, 155 members

and invited guests taking part in the festivities. After the banquet there were speeches by some of the leading figures in Philadelphia's cycling affairs many years ago. Nearly all the speakers expressed their continued interest in the sport. Among the speakers were O. S. Bunnell, Thomas Hare and Jerry Diehl.

In the choosing of officers for the ensuing year Thomas Hare was re-elected president and C. A. Dimon vice-president. Samuel C. Eaton succeeds Joseph Estocet as secretary and Walter Gilbert is the new treasurer. The executive board will consist of M. J. Costa, A. H. Allen and H. T. Uhler. The matter of the annual bicycle run was left to the decision of the executive board.

Of the old clubs that formerly composed the Associated Cycling Clubs of Philadelphia, the following were represented: Park Avenue, Century, Quaker City, Time; South End, Tioga, and Keystone Wheelmen, the Pennsylvania Bicycle Club and the Turner Cyclers. The membership of the veteran association is restricted to the former members of the Associated Cycling Clubs of Philadelphia, to members of the L. A. W. who date back to 1898, and to anyone notable in Philadelphia cycledom.

J. C. T., of New York writes:—"I have been wondering what I shall do. Well, first of all put me square on the League books. I have become terribly bored. I have no books and no internal resources. I cannot draw, and if I could there's nothing that I want to sketch. I don't play the flute, and

if I did there's nobody that I should like to have listen to me. I never wrote a tragedy, but I think I am in that state of mind in which tragedies are written. Anything lighter is out of the question. I whistle four hours a day, yawn five, smoke six, and sleep the rest of the twenty-four, with a running accompaniment of swearing to all these occupations except the last, and I'm not quite sure that I don't sometimes swear in my dreams. I am getting desperate for something to do. Happy thought! Take my wheel and ride it off. Good! I'll do it."

M. T. S. writes:—"It was not my intention, in a former letter, to asperse the life members. Some of my dearest friends have taken out life memberships and I cannot doubt they did so from the most loyal motives, and that they gave the L. A. W. a lift when they came forward with their ten spots; but I have never believed in life membership. It is now twenty-five years since the first life list was started and according to the Scrap Book for January there are thirty-nine of this list now on the roll. They each paid \$10. I was one of those who in that day refused to take out a life membership. I have paid \$25 already and intend to pay a dollar each year as long as I live. The new list of life members has been running nine years. The greater portion of the money paid went to the divisions and now the National body has to carry this tremendous load of non-payers and give them a magazine. It's a good thing for the member who can put up his ten and then go back and sit down, but I cannot believe it a

good thing for the L. A. W. I hope ex-President Earle will appreciate my standpoint."

A. T. Jones of Philadelphia writes:—"Enclosed please find one dollar for which send me ticket of membership in the good old League, God bless it! I certainly do love the League and my wheel since the car strike in Philadelphia. It looks like old times with so many wheels on the street. I would like to see the wheelmen of this city get together and form one large club. Now can you tell me who has the charge of the wheelmen's interest in the city. There are enough riders here to make a big showing. Can you bring it to bear on their mind?"

Another club looking forward to the silver anniversary. The 24th annual meeting of the Roxbury Bicycle Club was held at the Quincy House April 2, only one member being absent. W. H. Proudman was elected President. After business meeting dinner was served, which was followed by songs and recitations. All are looking forward to the 25th anniversary next year. We are all glad they have been and are still to be. They ought to have a good silver jubilee.

Always glad to hear from Owen Lawson who lives in Kentucky:—"I had delayed sending this one spot under the vain delusion that the comet might annihilate this mundane pellet and make the payment unnecessary, or impossible, except in asbestos currency or interplanetary exchange, neither of

which circulates in this community. Now that the comet has failed in the performance of this minor detail of its duty I suppose I shall have to continue to comply with your annual demands until the celestial hobo appears again, when it may bump us into universal bankruptcy and thus afford us an honorable reason for repudiating legitimate obligations. By that time the L. A. W. may be strong enough to defy Brer Halley's sinuous curves and even swat him for a home run."

The rupture between the Amateur Athletic Association and the National Cyclists' Union is being taken quite seriously by athletes in England. The athletic association has sent a circular letter to racing cyclists informing them that the association intends to promote and foster amateur cycling without over-legislation, and with that view the rules and regulations will be as simple as possible.

No licenses will be required to cycle under A. A. A. laws. The National Cycling Union, in a statement, says it is willing, as it always has been, to work in harmony with the governing body of other sports. It calls attention to the fact that it was the first body organized in England for the management and control of racing. It has nearly 1,200 clubs affiliated with it. The rules of the union have been framed by cyclists, the majority of whom have raced themselves on the track and for years have been intimately connected with the sport. All the prominent racing men and the rank and file of racing cyclists (a few inevitable malcontents excepted) have

signified their intention of competing only under the rules of their own organization, the National Cyclists' Union. The N. C. U. has no wish or desire to control or interfere in the slightest degree with foot racing or any sport excepting cycling.

R. J. Mecredy, editor of the Irish Cyclist, is about to issue a book called "Health's Highway." It is no scientific treatise on the subject, but a simple, plain-spoken description of a manner of life which, if followed, can only result in great good. The author does not make any claim to have solved an issue which has occupied the attention of far more learned minds than his; but "Health's Highway," as the name implies, lays the foundations upon which the weakly may at least walk to improved health conditions, and along which the fortunate ones who already possess health as an inherited gift may march along holding tight to their treasure.

In "Health's Highway" the author's text for all he tries to teach is moderation, and yet he outlines a natural mode of living, involving neither difficulty nor hardship, which, he claims, if followed generally, would banish sickness and weakness, and render the generations which follow after us rich in health and its twin-sister, happiness. We believe Mr. Mecredy sleeps in a tent all the year round, and merely uses a very comfortable house as a sort of annex thereto, but possibly we are under a misunderstanding in this respect. We do know that he is still a marvel of juvenility and vigor, and if he can teach others how to prolong youth into middle age, he will indeed prove himself a benefactor to the race.

We are told the latest version of that verse of wisdom is: "Early to bed, early to rise, but you won't meet any prominent people."

NOMINATIONS.

In accordance with Article 4, Section 2, of the by-laws of the League of American Wheelmen, and by virtue of the authority vested in the undersigned, a committee on nomination appointed by the President, March 22, 1910, to make nominations for the ensuing year, the following named gentlemen are nominated for the respective offices set opposite their names: Fred. Atwater, Bridgeport, Conn., President; Quincy Kilby, Boston, Mass., 1st Vice President; Jarvis C. Howard, New Rochelle, N. Y., 2d Vice President; Abbot Bassett, Boston, Mass., Secretary and Treasurer; George W. Nash, Abington, Mass., Auditor.

Respectfully submitted,

C. J. Obermayer,
Alonzo D. Peck,
George L. Cooke.

May 17, 1910.

Further steps in the election will take place under the following Article of the Constitution:

Article IV, Section 1.—The officers of the League shall be a President, First and Second Vice Presidents, a Secretary-Treasurer, and an Auditor, to be elected as herein-after provided.

Section 1.—Not later than April 1 in each year the President shall appoint a Nominating Committee of three, which shall report, not later than June 1, a list of candidates for the elective offices. This list shall be published in the official organ of June 15. Any five members of the League may nominate additional candidates by filing a certificate to that effect with the Secretary-Treasurer not later than July 1. All names placed in nomination shall be printed on a ballot and sent to each member of the Assembly at the time of sending the official notification of the meeting. Each member shall express his preference by marking the ballot as per instructions thereupon, signing the same and sending it to the Secretary-Treasurer; provided, however,

that any member who attends the meeting may present his vote in person. The votes shall be canvassed during the meeting of the Assembly by a special committee appointed by the President. The candidates having the highest number of votes shall be declared elected and shall take office at the close of the annual Meeting.

TOWN AND COUNTRY.

Oh, the patter of the rain
 On the roof and window pane
 (You have never read a poem just like this'n)
 Is so sweet a slumber song
 That to miss it would be wrong,
 So you have to lie awake all night and listen.

Which reminds me that in town
 All the noisy noises drown
 Every sound so fully that it doesn't matter,
 While the country is so still
 Sounds all sound so clear and shrill
 That it's hard for one to sleep amid the clatter.

—Nixon Waterman.

PERIODICAL DEPARTMENT.

Practically every well-known magazine in the field has advanced its wholesale price this season, and cutting prices, except as magazines are clubbed is absolutely forbidden, except in a few instances. Every magazine is classed by a number which fixes its basic price.

We publish a list of the best sellers with their class numbers. To form a club, add up the club numbers, multiply the result by five and add our profit, which is ten cents for each magazine. Thus McClure, 20; Review of Reviews, 30; Smart Set, 30; total list, \$7.50. Add class numbers, 80, multiply by 5, \$4; add 30 cents. This club figures at \$4.30.

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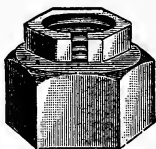
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Atlantic	4.00	70
Boston Cooking School	1.00	14
Burr McIntosh	3.00	45
Camera Craft	1.00	14
Cosmopolitan	1.00	14
Country Life	4.00	60
Current Literature	3.00	45
Etude	1.50	20
Garden	1.00	14
Good Housekeeping	1.00	14
Hampton's	1.50	20
Harper's Bazar	1.00	14
Independent	2.00	30
Judge	5.00	92
Leslie's Weekly	5.00	72
McClure	1.50	20
Metropolitan	1.50	20
Musician	1.50	20
National	1.50	20
Outing	3.00	45
Outlook	3.00	55
Pearson's	1.50	14
Popular	3.00	45
Putnam's	3.00	30
Recreation	3.00	45
Review of Reviews	3.00	30
Smart Set	3.00	30
Suburban Life	3.00	45
Success	1.00	14
Woman's Home Companion	1.25	18

UNCLASSIFIED MAGAZINES.

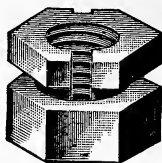
Bicycling World	\$2.00	\$1.75
Century	4.00	3.95
Harper's Magazine	4.00	3.50
Harper's Weekly	4.00	3.50
Life	5.00	4.50
Literary Digest (new)	3.00	2.60
Munsey	1.00	.95
Saint Nicholas	3.00	2.85
Scientific American	3.00	2.75

"The Cheapest Life Insurance"

is what **COLUMBIA LOCK NUTS** have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



REGULAR



IMPROVED

Not like other nuts, they will NOT shake loose.

No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—**FREE**. A booklet with prices mailed on application.

COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.

ALONZO D. PECK,

DISTRIBUTER FOR

POPE MANUFACTURING CO.

178 Columbus Avenue,

HEADQUARTERS FOR

**Columbia, Hartford and
Fay Juvenile Bicycles:
Reading Standard Motorcycles.**

During the winter months we will make special reduced rates for overhauling and cleaning your bicycle, and getting it in readiness for next season's use:

Bassett's Scrap Book

A MAGAZINE FOR RIDERS OF THE WHEEL
OFFICIAL ORGAN LEAGUE OF AMERICAN WHEELMEN

A magazine that is read from cover to cover and therefore a first-class advertising medium for bicycles and sundries. Also for anything useful to men. Our rates:—\$1.50 an inch. Repeat, if unchanged, \$1.00 an inch.

Entered as Second Class Matter, March 10, 1904, at the Post Office, at Boston Mass., under the Act of Congress, March 3, 1879.

Vol. 8. No. 5

JULY, 1910

5 Cents

Y IS THE FOURTH OF JULY.
NOW DO JUST WHAT
JULYK TO.

—
A silver dollar isn't very heavy, but some men find it difficult to raise.

—
When a woman expresses a wish the charges are seldom prepaid.

—
The man who would win success hasn't much time to stop and pick flowers by the way.

—
A critic is a man who isn't satisfied to hit the nail on the head. He wants to hit the fellow who is driving the nail.

—
"He was driven to drink."

"Poor fellow!"

"Yes; his horse could find the saloon every time."

—
Now goodbye to the girl who skates, give us the girl that swims.

We hear a good deal about the extravagant wages paid to chauffeurs and we wonder if there will be many applicants for the position of chauffeur for the chief of the Boston Fire Department. Salary \$1.75 per day—seven days per week. Applicants must hold license as chauffeur, and pass an examination in telegraphy, and the care and driving of horses.

The following resolution was adopted at a recent meeting of the St. Louis Cycling Club: "That at every Sunday dinner a tax of five cents be levied to be contributed toward any movement for the betterment of the roads in the vicinity of the eating station. That the treasurer keep a separate accounting of this road fund. That no appropriation be made from the fund except upon sanction of the executive committee:"

Waiter—Sorry, sir, but we are entirely out of bread.

O'Brien—Then yez may bring me an order av toast.

Why go without an umbrella or annex the other fellow's when you can buy a new one at the five-and-ten-cent stores for a dime? Over in New York awhile ago a man went into a store and asked the proprietor: "Say, are those 50-cent umbrellas you are selling really any good?" "Well," said the store man candidly, "They're all right to stop a car with."

"Following the farewells to the senior houses, the

merry seniors gathered about a large campfire on the campus, and as the toastmaster passed around a large loving cup, they cast into the flames their books and other school paraphernalia of the closing year." Any education that does not inspire in a girl such a love and respect for books as would make any such thoughtless sacrifice impossible is a wretched failure.

"Delightful reception. Who is that tall gentleman talking with our hostess?"

"That's Grey the famous bridge expert."

"Indeed—iron, whist, or dental?"

A young girl should remember that it isn't rings that make the belle.

From the present indications there will be a bicycle race in addition to the other athletic features that have been arranged for the Century Road Club of America's first annual Bermuda cycle tour from July 23d to August 1st. The race doubtless will be made a 10 miles handicap, open to Bermuda riders as well as the tourists.

The tourists will be distributed among the various leading hotels in Bermuda, while a number of those who ride bicycles will be quartered at the Frascatti, which is less than 10 minutes' ride from Hamilton.

Secretary Fred E. Mommer states that those persons who have delayed booking reservations may find themselves disappointed if they wait much

longer. The rooms are filling fast and from present indications all the available staterooms will be taken.

Charles E. Pratt, first President of the L. A. W., was, in 1882, President of the Boston Common Council. It followed, as per the custom in vogue, that a portrait of Mr. Pratt was hung in the Council Chamber upon his retirement from office in 1883. Now that Boston has a new charter with fewer executive officers, a more restricted place of meeting has been chosen, and the many portraits could not be found place for. It was voted to send the portraits to the families of the ex-officers. Mrs. Pratt's death followed very soon after that of his own, and the City Clerk of Boston has deposited the portrait with the L. A. W. to be hung at headquarters. It is now on the wall looking down upon the home of a membership about the same as that over which he presided in 1880.

John S. Briggs of Rochester, N. Y., writes:—

"I am enclosing, for the twenty-fifth time, my dollar for dues—more as a matter of sentiment and appreciation for what the L. A. W. has done, than for what it is doing, and can do for me now. Those golden days of 1885-86 when I was a student at Wilbraham, Mass., stealing away to Springfield to watch the slim, black-tighted Hendee clean things up as an amateur, or Jack Prince, the husky white clothed professional, whom I felt in my heart could only be beaten by any British pro. by a mischance, are still a bright spot in my life, and will long be remembered. Prince is making tracks for autos

now, and Hendee, long since grown stout, I hear, is easing his and other legs by the means of motor-bikes. I, too, am allowing gasoline to help me along, now, on a motor bicycle, but still call myself a wheelman."

TO MY BICYCLE.

Sing me a song of the days to come
When the balmy breeze will blow,
And firmly set like a thing of life,
Through the air we shall swiftly go.
Lonely and covered with dust thou art,
And thy plating waxeth dim,
Last season's mud still clings to thy frame,
There's rust on each polished rim;
But now that the evenings longer grow,
With loving and gentle care,
I shall make thee shine
Like a thing divine,
And put thee in good repair.
Then, when the soft spring breezes blow
And the road winds long and grey,
We two shall speed—
Oh! my matchless steed,
O'er the hills and far away.
Then give me my tried and trusty bike,
A lamp that is burning clear,
Repairing outfit too, if you like,
A pump—and we've naught to fear.
Some love to roam o'er the rolling foam,
And they sing of the "deep blue sea"—
Well! as they like,
But a well-tried bike
And the smooth grey road for me.

—James Gauld.

Leonard D. Hunt of Exeter, N. H., writes:—
"In sending my renewal to the L. A. W. for the

up-keep of an especially fine organization for the owner of a bicycle, automobile, team or other means of locomotion over our roads, I feel like the man in the following that took place in Hartford some years ago.

"A certain liquor proprietor having made quite a lot of money, built a fine new block which was quite an imposing structure, and many people stopped to admire it.

"One morning Pat, an old and steady customer of the proprietor's sauntering along, stopped and began counting with his arm outstretched the number of bricks in the front of the building. At last the proprietor ordered him away, but Pat wouldn't budge an inch, but kept on counting, and the proprietor at last asked him what he was doing. Pat after a while replied, 'Sir, I am trying to find out how many bricks in your building I paid for, but begorrah you've got me beat, for I can't tell how thick is the wall.'

"The L. A. W. has accomplished many things in the past, is doing them now and will continue to do them in the future, although to the thick-headed person, may be out of sight, but I have always believed that every dollar we have spent for our 'brick' has returned good big interest, not only to ourselves but to the whole country, in building good roads, promoting one of the best things today in our country,—that is Bicycling, which will benefit everyone who will take it up, whether for business or for pleasure."

J. D. Chism, Jr., of Albany, one of our best workers, more then, when we had work to do, than now, when much of it is completed, writes:—

“I don't intend to drop out of the L. A. W. so long as I can spare one dollar per annum. I love the memories of our conventions, our campaigns, our battles for our rights too well to ignore the efforts to keep alive the association.

“The wheel cured me of over a dozen years of the most unspeakable indigestion and what the doctors determined was chronic dyspepsia. But less than three months' riding began to give me relief and today at 59, I am better than at 30, thanks to the wheel alone.”

Mr. Albert S. Parsons, elected Secretary of the L. A. W. at the time of its organization, 1880, at Newport, is now enjoying life behind the steering wheel of an auto. He writes:—

“I enclose my check for one dollar, with pleasure, and be sure that as long as I have a dollar to give I shall continue my membership in the dear old League of American Wheelmen, not only to keep in touch with the present wheelmen, but in loving memory of those glorious days of my middle manhood which brought back my youth and prolonged my life by the exercise, the exhilaration, the exultation, the enthusiasm and the enjoyment which came upon the high wheel and in the companionship of its noble riders.

“The only ‘out’ about the L. A. W. publication is that every number brings the death of one or more

old friends, made on the wheel in the seventies and eighties. Alas, they are getting to be 'in the 70s and 80s,' as I soon shall be.

"I thank the Lord every day that I was born in time to enjoy the high wheel, and am still enjoying the low one,—as well as my automobile."

Judge Conway Whittle Sams.—In our last issue we made some mention of the death of Conway W. Sams, but gave no particulars. The item that we published came to us as a great surprise. We had not heard of the death and we were unable to get particulars before going to press.

We learn that Judge Sams was taken sick while on a fishing trip. He left Baltimore Tuesday, Aug. 17, 1909, and went to Rehoboth, where he anticipated a few days of recreation. On Friday he became ill. Unfortunately, there were no physicians that could be reached, and he was therefore obliged to suffer until the following Sunday; when he returned to Baltimore. Later he went to Atlantic City, where he died Sept. 5 of last year.

Death was due to thrombosis, which is the result of clots forming in the heart or principal blood vessels. One of these, it is believed, broke off and lodged in one of the arteries, causing almost instant death. Up till the last few minutes the physicians were hopeful of saving the patient, as no complications were expected, and there is no reason ordinarily, it is said, why a complete recovery should not be made if the first trouble is passed.

The Judge was not married. He leaves a father and two sisters.

Judge Sams' whole attitude of life and his feeling toward the work on the bench especially can be divined by the prayer which he recited every night before retiring:

"Almighty God, the Giver of wisdom, without whose help resolutions are vain, without Whose blessing study is ineffectual, enable me, if it be Thy will, to attain such knowledge as may qualify me to direct the doubtful and instruct the ignorant, to prevent wrong and terminate contention and grant that I may use that knowledge which I shall obtain to Thy glory and my own salvation, for Jesus Christ's sake, Amen."

The Judge had clipped this out of a paper many years ago and always treasured the clipping.

A significant act was performed while he was suffering and anxious to get away somewhere to find relief. He remained in the city until he had adjusted the insurance policy in favor of a little crippled child, whose grandfather had just died and for whose benefit he had paid for years the premium on the policy of her grandfather.

Judge Sams was born in Chester, S. C., Jan. 22, 1862. He was the son of Rev. J. Julius Sams and Mrs. Mary Whittle Sams. His father was for many years pastor of Holy Trinity Protestant Episcopal Church, Baltimore, and Judge Sams always represented that church at the diocesan conventions, taking a great interest in the work of the church.

He came to Baltimore at the age of 16 and entered the Carey School. Later he took a special course in the Johns Hopkins University and studied law at the University of Maryland, graduating in 1884.

Mr. Charles F. McKenney of Denver, Colo., passed away at his home May 26 last. He has been a loyal member of the L. A. W. since Sept. 11, 1884, and held number 167. He was a pioneer of Colorado, a prominent mining man and one of the leading citizens of Denver.

Mr. McKenney was a life member of the Denver Athletic Club, belonged to the Masons and was a member of the Grand Army of the Republic. He enlisted as a volunteer in the Fourth Regiment, New York Heavy Artillery, Jan. 4, 1864. He was an expert accountant and for that reason was detailed to service at the national capital, where he remained during the entire period of his enlistment. He is survived by a wife. We have had a deal of pleasant correspondence with him on L. A. W. matters and had the pleasure of meeting him personally during the Meet at Denver in 1894.

Dr. Henry Granger Piffard, professor emeritus of dermatology in New York University, died June 8, 1909. He had been a professor in New York University since 1875, but retired from active teaching about ten years ago, when the university gave him the degree L.L. D.

Though Dr. Piffard was most eminent as a specialist in diseases of the skin, he had the reputation of being one of the most versatile men in the medical profession. He was one of the earliest workers in this country on the use of high frequency electric currents in the treatment of skin diseases. He dis-

covered the properties of the Piffard ray and invented the Piffard lamp for the application of ultra-violet rays to the treatment of disease. He had recently given a good deal of attention to the study of tuberculosis. Dr. Piffard was a voluminous writer on medical subjects and many of his books have been translated into foreign languages.

Dr. Piffard has been a member of the L. A. W. since 1893 and he seldom came to Boston without visiting headquarters. He was a persistent rider of the wheel and always ready to do his part in promoting its interests.

H. M. S. writes: "With my twenty-fifth annual renewal I send a word of congratulation and encouragement. Keep the thing going. Don't get discouraged and give up the ship. Every time the Scrap Book comes to me my mind goes back to the old days and the good times we had. Nothing can take away the memory of the past. I wish we might get together again, but I can see that is impossible. A dollar a year is very little to pay out for a great big bunch of sentiment."

The board of United States general appraisers refused on Thursday last to disturb a ruling made by the customs authorities in a case affecting the classification of imported saddles. The saddles were returned for duty at the rate of 45 per cent. under the provision for "manufactures of metal not wholly provided for." Wells, Fargo & Co., representing the importers, alleged that the duty should be at the

rate of 35 per cent. as "manufactures in chief value of leather," but the general appraiser overruled the claim.

Travelers on the continent, and especially bicyclists, know to their cost that the customs regulations on the Franco-Italian frontier are far more vexatious by road than railway. An amusing instance is recited where two cyclists turned the tables on the customs officials. They were on the Mentone-Ventimiglia road and had to pass the Italian customs post below the pont St. Louis. It appears that their modest lunch of sandwiches and fruit was considered contraband, all comestibles having to pay duty. Naturally they refused to pay the duty, which amounted to more than the value of the food, and consequently the customs officials refused to let them enter Italian territory unless they paid duty on the sandwiches. However, the cyclists arose to the occasion, and retiring to French soil, they calmly disposed of their repast in full sight of the discomfited collectors. They then laughed at the officials and passed the post without further challenge.

In the old days our Pennsylvania wheelmen used to score against the toll-gate keepers who tried to collect toll from riders of the wheel on the vehicle basis. They took their bicycles on their shoulders and paid the toll of a foot passenger.

It was a master stroke on the part of that acknowledged woman hater, Lord Kitchener, to say

as he departed on the Oceanic Tuesday, when asked his impressions of New York: "There is only one thing that I can think of now, and that is, that the women of this city are very beautiful. I do not wonder that you are proud of them." After that the New York reporters were willing to hand over the island to that greatest military genius as a parting gift! Since he didn't see our Boston girls we can readily forgive him.

Once again the conversation had veered round to thrilling adventures.

"That reminds me of an experience I had some time ago," remarked a member. "I was riding a brakeless bicycle down a steep hill, when all of a sudden the chain snapped and I careened down the rest of the hill quicker than greased lightning.

"The road down the hill took a turn at direct right angles, and in the corner of the angle stood a cottage. I was wondering what the verdict would be at the inquest, when I saw a man rest a plank of wood against the eaves of the cottage.

"I went straight for the plank, over the roof, and down the other side. Luckily, the cottager's wife and daughters were shaking carpets, and, alighting on an outstretched carpet, I was gently lowered to the ground."

A dead, dull silence descended on the company, which was broken by the hissing of a soda siphon.—
Tid-Bits.

"Young man desires position as secretary or

bookkeeper. Educated for the ministry; otherwise trustworthy." Here is another illustration of the fact that you can't afford to skip the small want advertisements.

Somebody asks this question: "What is a baby worth?" To make a rough guess, we should say several hundred times what it costs.

Julia Dean makes her entrance on a bicycle in the new play of "The Lily," by David Belasco, now playing in New York City. Miss Dean is an accomplished rider and make a graceful appearance awheel.

There are few times in a man's life when he feels of less importance than at his own wedding.

The good die young, especially good resolutions.

PERIODICAL DEPARTMENT.

Practically every well-known magazine in the field has advanced its wholesale price this season, and cutting prices, except as magazines are clubbed is absolutely forbidden, except in a few instances. Every magazine is classed by a number which fixes its basic price.

We publish a list of the best sellers with their class numbers. To form a club, add up the club numbers, multiply the result by five and add our profit, which is ten cents for each magazine. Thus McClure, 20; Review of Reviews, 30; Smart Set, 30; total list, \$7.50. Add class numbers, 80, multiply by 5, \$4; add 30 cents. This club figures at \$4.30.

Many of the magazines have special clubs. Those who want periodicals not included in list below will do well to send for our prices. There are many combinations to be made besides the regular ones.

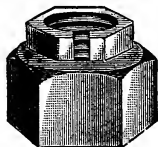
	List.	Class No.
Ainslee	\$1.80	20
American Boy	1.00	14
American Magazine	1.00	14
Atlantic	4.00	70
Boston Cooking School	1.00	14
Burr McIntosh	3.00	45
Camera Craft	1.00	14
Cosmopolitan	1.00	14
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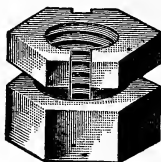
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Vol. 8. No. 6

AUGUST, 1910

5 Cents

AUGUST AND GREEN CORN.

It may be too hot to read, but hotter 'tis to write.

Soon we shall be wheeling about the Hub.

Our annual meeting Sept. 2.

Wheel About the Hub, Sept. 3.

Love laughs at locksmiths, but lots of us laugh at Love's myths.

A rolling stone gathers no moss—but it sometimes accumulates a noticeable polish.

The Boston Bicycle Club will hold its annual Wheel About the Hub on Saturday, Sunday and Monday, Sept. 3, 4 and 5. The regular route will be covered. First night will be spent at Tudor Farm Club and the second night at Pemberton Inn. A very large company is expected.

The annual meeting of the National Assembly, L.

A. W., will be held at Hendries Hostelry, Talbot Ave., Dorchester district of Boston at 8 p. m. on Friday, Sept. 2. The annual election of officers will take place. At 6 p. m. there will be a dinner served in Hendries' best style. Notices and ballots have been sent to delegates.

76 cyclists, many of them women, engaged in the C. R. C. trip to Bermuda, remaining on the island five days.

Following the arrest in Hartford, Conn., of one Harry Careri, who confessed that he and four pals made a business of stealing bicycles and selling them, the police of that city have recovered from surrounding towns no less than 32 machines. Ten of them have been claimed by their owners but 22 are on hand awaiting claimants.

The Newton (Mass). Bicycle Club held its 200th regular meeting and dinner at the Point Shirley Clubhouse on Saturday evening July 23. The club was guest of the new president, Mr. Herbert A. Fuller. The club sets up one of the finest dinners on the coast and that's what a hungry wheelman needs and must have and did have. Officers for 1910-11 were elected: President, Herbert A. Fuller; Vice President, F. A. Hoyt; Secretary-Treasurer, Abbot Bassett.

"To Scorch" is to ride at great speed on a bicycle.

Do we "scorch" in an Auto? If not, why not? The French say of a furious rider he burns the pavement, and no doubt there was a slang word applied to the driving of Jehu, the son of Nimshi, by exasperated or admiring Hebrews. This reminds us that the Rev. Mr. Chalmers was in an automobile stopped in New York state the other day for furious speed. He should have remembered the remark of the clergyman who in John Phoenix's story was driven, at the risk of his life, by a Californian. "Do you know why you are like the Pharisees? Because you appear unto men too fast."

"That girl has an unfortunate idea of repartee."

"Yes," answered Miss Cayenne. "She has an idea that she is saying smart things when she is merely saying things that smart."

The automobile seems to be the universal goat. Here are the woolen manufacturers maintaining that people who ride in the new vehicles habitually wear their second best clothes, not only on account of the dust, but because the machine attracts all the attention and any sort of raiment will pass unnoticed. If business in any line is dull now the explanation is easy. All the money of the country is being spent for gasoline.

To his teacher's request that he give the class ideas on the subject of "Bravery," little Johnny delivered himself of the following:

"Some boys is brave because they always plays

with little boys, and some boys is brave because their legs is too short to run away, but most boys is brave because somebody's lookin'."

A physician announces that it is comparatively easy to live to the century mark. All you have to do is—don't drink alcoholic or malt liquors, don't smoke, go to bed at ten and rise at six, sleep soundly, don't worry about making money, nothing in excess, the simple life all the time, don't get excited, eat only when you feel inclined and precious little then. But wouldn't "one crowded hour of glorious life" be worth a century of such a pallid existence?

John Boyd Dunlop, inventor of the pneumatic tire, is to have a statue in bronze at Edinburgh, Scotland. Not often do we see a statue erected to one still in the flesh.

Did Dunlop give us the pneumatic? R. W. Thomson, who for many years lived in Edinburgh, where for years he was president of the Scottish Society of Arts and where he died in 1872, actually produced rubber tires in one form or another in 1848. His son is authority for the statement that the Dunlop Pneumatic Tire Company at present has in its possession a set of brougham wheels fitted with the original Thomson tires. Of the existence of a prior invention in the same line, it should be added in justice to the recipient of premier honors, Dunlop was unaware when he conceived and brought out the bicycle tire.

THE RIDING AGE.

The rich man takes a special train, the king his coach of
state,
The picnic fills the farmer's wain, the beggar hugs the
freight,
The chariot whirls the bride to church, the taxi speeds
the groom,
The lovers make the buggy lurch, the banker owns his
brougham.
The ambulance the wounded takes, the doctor autos
round,
The prison van removes the-fakes, the stretcher lifts the
drowned.
The boy a bicycle bestrides, the sport a tandem drives,
The babe a basket carriage rides, the trolley takes our
wives.
The farmer rides most anything, the railroads carry all,
The sailor board his ship will spring, the police their
wagon call.
And some will choose a hack or gig, and some a
landaulet,
And some most any kind of rig—dog cart or wagonette.
But one there is that none will choose, yet 'twill to each
befall,
And none of us will it refuse—the hearse will take us all.

Horace Fogel, a former newspaper reporter and nominal president of the Philadelphia baseball club, claims that on March 12th, 1909, while on St. Charles street, in New Orleans, La., a messenger boy employed by the W. U. T. Co., ran over him while he was attempting to board a trolley car. For the injuries to his person and his dignity Fogel asks the United States circuit court to award him the sum of \$25,000 as damages.

Carrying a letter from the mayor of his home

town, Guthrie, Okla., to the mayor of New York City, in the manner generally adopted by long distance travelers, Gerald Latshaw, a 16 year old boy, is coming east on his bicycle. He left Guthrie on July 5th, and will go via St. Louis, Cincinnati, Wheeling, Baltimore, Philadelphia, and Jersey City. He hopes to reach New York City some time in the latter part of August.

There are still 100 names on the membership roll of the Peoria (Ill). Bicycle club and the organization is kept intact, although it is actually but little more than a memory, and on July 23d thirty-six of them observed one of the old traditions by keeping alive the memory of the annual chicken run to Mossville. Of the thirty-six members of the club who attended the chicken supper only three of them rode thither on bicycles in the good old way. These veterans who clung close to the traditions of the club were Charles F. Vail, H. C. Morse and Stephen Tripp. As a diversion Charles F. Vail stated that the bicycle was coming in again and that last year no less than 300,000 were manufactured in the United States and the indications are that the output for this year will be still greater. The bicycle of today is, however, no longer a social factor, but serves a strictly utilitarian purpose and as such has come to stay.

The formality of electing officers of the Peoria Bicycle club for the ensuing year closed the annual observance and resulted in the election of Guy T.

Mowat, president; Charles P. Watson, secretary, and Marion X. Chuse, treasurer.

The following resolution was adopted at a recent meeting of the St. Louis Cycling Club: "That at every Sunday dinner a tax of five cents be levied to be contributed toward any movement for the betterment of the roads in the vicinity of the eating station. That the treasurer keep a separate accounting of this road fund. That no appropriation be made from the fund except upon sanction of the executive committee."

L. A. W.

"When falls the Coliseum,
Rome shall fall."
When falls the League
The cycling world will pay
The tribute of its tears.
They builded better than they knew,
Those Newport pioneers,
For who could then foretell
What should be done.
A hundred thousand strong
We climbed the heights,
And then came down again.
We celebrate the past.
The past top-full of grand achievement,
Cart paths made roads,
The road a boulevard,
Linked them in friendship's bond.
In making mankind friends,
We made them happier, nobler men.
We celebrate the past,
But still work on,
Our work is not yet done.

Toast.—Where sentiment lives, nothing outgrows its usefulness.

That the bicycle presents a quick means of escape in times of need was brought forcibly home to a mayor of a Mexican city when nearly all the inhabitants were massacred. One of the few to escape was Hernandez, the mayor, who, disguised as a woman, made his escape on a bicycle.

Scores of residents of Pleasantville, N. J., indignant at the rise in trolley rates, have taken to riding the "bike" across the meadows in going to and from Atlantic City and their homes. They claim they can make the five miles in a half hour, and prefer it to paying the double fare of ten cents, or twenty cents for the road trip. "It is healthful," one of the "bikers" said, "and I am using the cash saved to buy building and loan stock. It is fine and we are getting more recruits every day. We call it the 'Trolley Trust Busting Mounted Infantry.'"

While French lawyers are putting their heads together to devise a code of laws regulating aerial navigation with a view to safeguarding the rights of those who remain on earth, British householders are writing to the Times and warning trespassers off their premises. Mr. Devey, for instance, writes to the Jupiter to say that no aeroplane could precipitate himself against the chimney-pots or upon the flower beds of the Devey cottage at Torquay without being immediately called to account for it. Mr. Devey intends to have his chimneys armed with strong iron spikes and to paint the word "Danger" in large red letters upon his roof. If, despite such precau-

tions, any flying machine should come down in his garden, he intends to send for the police to remove the occupants, whom he will afterward sue for any damage done to his trees and shrubbs.

Qualifying his position with the assertion that "When people persist in doing a thing and you can't stop them, the next best thing is to regulate them," Mayor Martin, of Hutchinson, Kan., is having all bicycle riders tagged and licensed. The trouble arose over the habit of riding on the sidewalks long indulged in by the city's 1,000 cyclists, and the inability of the police to stop the practice. Hereafter when a cyclist desires to ride on the sidewalks he will have to secure a license tag at \$1 per year, and will have to get off his wheel every time he meets or overtakes a pedestrian.

Kirk Munroe, our great first cause, and top of the list man, writes from Cocoanut Grove, Florida:—

"The enclosed notice has just come to hand, and I hasten to rush forward my dollar, for fear lest you should drop me from the Honor Roll, and thus cause me a very sincere grief.

"Of course I want to renew not only now, but every year so long as the L. A. W. and I are in existence; for NUMBER ONE can't afford to resign at any price. Although I have both an automobile and a motor boat, I find my wheel as much a necessity, for exercise, pleasure, and convenience, as ever, and rarely does a day pass that I don't use it. I took a twelve mile ride this very morning, the last two miles

in a drenching rain, and I hope to continue an active wheelman just as long as I continue to abide above ground. With sincerest regards and good wishes I remain, truly your friend and fellow wheelman."

Here is a Fourth of July letter from Fred Patee, now of Denver, Col. We all remember Fred, and I can well believe that some of the members will be glad to know about our old friend Potter.

"My Dear Bassett:— Some one has been kind enough to send me a copy of Bassett's Scrap Book, I don't know where it came from, but I appreciate it just the same. Just about a year ago I was in Boston and Lon Peck and I went up to call upon you but were not lucky enough to catch you at home. I think you had gone to a ball game or to the 101 Ranch, Wild West show, I've forgotten which, but which ever it was it shows that the Sporting blood still runs Red in your veins, and that the L. A. W. will live as long as Bassett does, to say the least. Well, here's success to you both and I want to say right now that as soon as my ship comes in (and she's on the way now). I am going to pay up and take Life membership so I will die a member, at least unless you should die first, which I don't believe you will. Well, I learned something that I had often wondered about, by glancing through this first number of the Scrap Book, and that was where, and how old "Happy Days" became famous. Not that I was not in game myself, at that early date but as long as I've known Will Pitman I never knew how he got into the game himself. And you mention another

old timer and old friend, Fairchild, he was here the other day and he, McGuire and I took lunch together. The next day I met Joe Goodman and his wife on 16th street. Joe is making his first Western trip and is on his way somewhere between here and the Pacific yet, I guess. Charlie Fairchild and I had a good talk about the old timers around Boston, and among others Stall's name was mentioned. I haven't seen or heard of Stall for so long it was like going back into another generation, and indeed isn't it?

My son will be 26 in November and is married and I am informed through a most reliable source that I will be a grandfather before long. What does that look like? The idea that my mother will be a great grandmother is hard to swallow. It seems perfectly natural that I should be a grandfather, that's my own foolishness perhaps, but it don't seem right that my mother should be a great grandmother. But I guess she will, it sort of runs in the family. My own grandmother did not die until a very few years ago, and my son was then about 24, the same age my daughter is now. My daughter is also married, and both she and her brother live in California, she in Los Angeles and he in Pasadena.

I see that the Century Road Club is still alive and going. I remember how that was started, Billy Herrick, F. Ed. Spooner and myself, discussing things in general in Chicago one night and one of us proposed a Club for Centuries, and we organized it right then and there, and by the next day had a big club with a good big membership. It was The Century Club of

Chicago, then, and I've still got one of the first lot pins that Herrick and I ordered.

Our Attorneys here are Potter, West and Potter. Isaac Potter is a member of the firm, but I have never seen him since we have been doing business with them as he is in Goldfield most of the time. I suppose that today he is watching Jeff and Jack. Well, this is quite a letter but it's a holiday and I guess you'll forgive me."

Old Quidsby liked being rich very well indeed, but he wished that his chef would not write the menu in his native language—French.

"I should like to know what I'm eating for once, M. Alphonse," he said to that functionary. "Let us have the menu in English today."

"Oui, m'sieu. It ees ver' difficile, but I veel do it so, if you veel seize for me ze dictionaire."

A small but select party came to dinner that evening, and were somewhat astonished at the following menu:

Soup at the tail of the calf.

Salmon in curl-papers.

Chest of mutton to the little peas.

Potatoes jumped.

Ducks savage at sharp sauce.

Charlotte at the apples.

Turkey at the devil.

Fruits variegated.

But Quidsby and Mrs. Quidsby agreed afterwards that they had never presided over a more hilarious dinner-party.

In England, in particular, bicycle acts are especially popular with the patrons of the "halls," and some of the performances which are given before them are well worth seeing, as a couple of typical illustrations will show. In the case of one act which has been extremely successful as a drawing card, the good judgment of the cyclist in riding at a uniform rate as well as quickness of eye and agility is matched against the dexterity of a billiard player. A clever "jump shot" is made just as the rider reaches a given point, the ball circling high in the air and being caught in a little pocket attached to the head of the second performer, who "ducks" just in season to land it.

A LOW-DOWN TRICK.

"Won't you step into my airship,"

Said the 'ator to the girl;

"It is the prettiest airship

That ever went awlirl."

"Im afraid to try your airship,"

Said the maiden to the chauff';

"I'm afraid that, while we'e flying,

Possibly I might fall off."

"There's no danger, I assure you,"

Said the flyer to the maid;

"I will hold you quite securely

If you really are afraid."

So they sat them in the airship,

But it simply wouldn't rise;

While the maiden's disappointment

Went a-soaring to the skies.

—Joe Cone.

"'Tis time to dine," the Walrus said. "But not

on us," the oysters cried; "that would be a dismal thing to do." The Carpenter said not a word, but "cut us another slice." Respectfully referred to the Commission on Cost of Living.

"Mere commemoration of the deeds of the past is valueless unless the memory of what has been nerves us to the achievement of what ought to be," said Curtis Guild, doctor of theology, to his audience in Cincinnati. "You couldn't deny that even if you tried with both hands," said the Red Queen to Alice.

A day off once in a while means more days on by and by.

GIFTS FROM MEMBERS.

Cortlandt De P. Field, Peekskill, N. Y.	\$20.00
J. M. Pickens, Washington, D. C.	1.00

PERIODICAL DEPARTMENT.

Practically every well-known magazine in the field has advanced its wholesale price this season, and cutting prices, except as magazines are clubbed is absolutely forbidden, except in a few instances. Every magazine is classed by a number which fixes its basic price.

We publish a list of the best sellers with their class numbers. To form a club, add up the club numbers, multiply the result by five and add our profit, which is ten cents for each magazine. Thus McClure, 20; Review of Reviews, 30; Smart Set, 30; total list, \$7.50. Add class numbers, 80, multiply by 5, \$4; add 30 cents. This club figures at \$4.30.

Many of the magazines have special clubs. Those who want periodicals not included in list below will do well to send for our prices. There are many combinations to be made besides the regular ones.

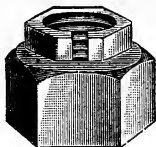
	List.	Class No.
Ainslee	\$1.80	20
American Boy	1.00	14
American Magazine	1.00	14
Atlantic	4.00	70
Boston Cooking School	1.00	14
Burr McIntosh	3.00	45
Camera Craft	1.00	14
Cosmopolitan	1.00	14
Country Life	4.00	60
Current Literature	3.00	45
Etude	1.50	20
Garden	1.00	14
Good Housekeeping	1.00	14
Hampton's	1.50	20
Harper's Bazar	1.00	14
Independent	2.00	30
Judge	5.00	92
Leslie's Weekly	5.00	72
McClure	1.50	20
Metropolitan	1.50	20
Musician	1.50	20
National	1.50	20
Outing	3.00	45
Outlook	3.00	55
Pearson's	1.50	14
Popular	3.00	45
Putnam's	3.00	30
Recreation	3.00	45
Review of Reviews	3.00	30
Smart Set	3.00	30
Suburban Life	3.00	45
Success	1.00	14
Woman's Home Companion	1.25	18

UNCLASSIFIED MAGAZINES.

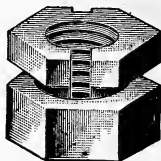
Bicycling World	\$2.00	\$1.75
Century	4.00	3.85
Harper's Magazine	4.00	3.50
Harper's Weekly	4.00	3.50
Life	5.00	4.50
Literary Digest (new)	3.00	2.60
Munsey	1.00	.95
Saint Nicholas	3.00	2.85
Scientific American	3.00	2.75

"The Cheapest Life Insurance"

is what **COLUMBIA LOCK NUTS** have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



REGULAR



IMPROVED

Not like other nuts, they will NOT shake loose.
No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—**FREE**. A booklet with prices mailed on application.
COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.

ALONZO D. PECK,

DISTRIBUTER FOR

POPE MANUFACTURING CO.

178 Columbus Avenue,

HEADQUARTERS FOR

**Columbia, Hartford and
Fay Juvenile Bicycles:
Reading Standard Motorcycles.**

During the winter months we will make special reduced rates for overhauling and cleaning your bicycle, and getting it in readiness for next season's use:



GOOD COMPANY ON GOOD ROADS

THE PRICE TO PAY.

DUES.—Applicants pay 75 cents a year. Memberships may be renewed for 75 cents a year. Members may subscribe for the official organ at the club rate of 25 cents. This is optional and the sum must be paid in addition to the dues. Life membership \$10. Can be taken by none other than one who has been a member for five years previous. Life members must pay the additional fee of 25 cents per year for the official organ if they desire it.

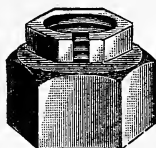
APPLICATION BLANK.—If applicant is unprovided with regular blank from headquarters, he may write his name, address and occupation on a slip of paper 6 by 3 inches. Add the names of two references and send same with one dollar to ABBOT BASSETT, Secretary-Treasurer, 221 Columbus Avenue, Boston, Mass. Regular blank supplied on application.

TOURING ABROAD.—Members touring abroad are entitled to call upon the Secretary-Treasurer for a ticket of membership in the Cyclist Touring Club of England. This ticket will give the holder all the advantages of the hotel and consul system which the C. T. C. has in Great Britain and on the Continent, and will save much trouble at the custom houses, where the ticket will be a passport in lieu of a cash deposit.

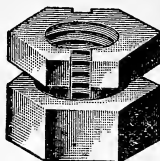
SUPPLIES.—Badges: Solid gold, \$2; plated, \$1; Enameled Rim, 75 cents. Russia leather ticket holders, 25 cents. Veteran Bar, price \$2.50. Screw Driver for Key Ring, 10 cents.

“The Cheapest Life Insurance”

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During the winter months we will make special reduced rates for overhauling and cleaning your bicycle, and getting it in readiness for next season's use:

Bassett's Scrap Book

A MAGAZINE FOR RIDERS OF THE WHEEL
OFFICIAL ORGAN LEAGUE OF AMERICAN WHEELMEN

A magazine that is read from cover to cover and therefore a first-class advertising medium for bicycles and sundries. Also for anything useful to men. Our rates:—\$1.50 an inch. Repeat, if unchanged, \$1.00 an inch.

Entered as Second Class Matter, March 10, 1904, at the Post Office, at Boston Mass., under the Act of Congress, March 3, 1879.

Vol. 8. No. 8

OCTOBER, 1910

5 Cents

OCTOBER THE WIZARD OF AUTUMN.

In one way, October is the most typical month in the year. The average temperature of the middle of October is the temperature for the whole year. But October's weather is a sad fall from the beauties of a fine September. September's 115 hours of sunshine drop to 75, which is October's average of bright sun. The days, too, shorten sadly.

October is like the last drink at a banquet—the last of a good thing. Like going out into the night is the passage from Fall to Winter.

The theory that faint heart ne'er won fair lady doesn't interest the fellow who prefers brunettes.

Fire which started in a barrel of waste on top of the ell of Kimball's Hotel at Skipper's Point, Cohasset, last month, almost completely destroyed the hotel, which has been one of the well-known shore resorts of Greater Boston for many years. This hotel formerly was run by Peter Kimball and was

one of the famous fish dinner resorts of the South Shore. More recently it had been conducted by Peter Kimball's son, Henry B. Kimball, who was away when the fire started. At one time Thomas W. Lawson tried to buy the hotel but failed. Here it was that the Wheelmen going About the Hub spent the second night. First night at Massapoag; second at Kimball's; both burned up and there is little left to hang a dormitory halo upon.

As Boston wheelmen read of the travels about the country of ex-president Roosevelt in a car furnished by his fellow magazine exploiters, and cared for as to the outer and inner man by Mr. William B. Howland, they recall the days when Mr. Howland was editing the Wheelman Magazine and quite content to associate with bicycle riders on the road and at the race track.

Note quite an increase in the contents of our advertising pages. Will you not, forsaking all others, patronize them in getting what you want in their line?

Two old-time Boston wheelmen have recently left us. James A. R. Underwood started in wheeling as a candidate for racing honors and showed good speed and great promise till an unfortunate accident checked his career and put him out of the running. He then took an agency for an English wheel and kept it until American wheels pushed the English machine out, aided by a high tariff.

Died suddenly August 31 at Winthrop, Mass., Samuel N. Turner, once a popular member of the Boston Bi Club. Was one of the good fellows of the early days. He was of an inventive turn of mind and patents which he took out covered several features of the modern photographic camera. He had devised a microscopic lamp for surgical use; an ingenious broom for the facilitation of street sweepers' work and a number of other things on which his royalties reached a heavy figure. He left Boston for Brooklyn, N. Y., quite a few years ago, and died in that city last April.

Fred Atwater, treasurer of the Columbia Nut and Bolt Company, and member of the paving commission, was elected president of the League of American Wheelmen at Boston last Friday. The news of Mr. Atwater's election as the head of the L. A. W. will recall many stirring memories among the old wheelmen of this city, at the time when P. W. Westlake was head of the state division and president of the old Hartford Wheel Club, which in later years was the nucleus in the formation of the present Bridgeport Club. President Atwater arrived home yesterday from Boston, where he was delayed on business. It has been one of the ambitions of his life to be the national head of the L. A. W., and he at last has reached his ambition. One of his hopes is to have a reunion of the old wheelmen in this city and to stir up a little interest in the L. A. W., which was the pioneer organization in the world whose work

was dedicated to the cause of good roads.—Bridgeport paper.

THE WHEEL ABOUT THE HUB.

One wheel around and about the Hub of the Universe is much like all the rest, and so is one doughnut much like all the rest, but how we do enjoy the circle of cake and wish the hole was not there. Some dozen times we have told the tale of the famous run, and every time our pen has not quite come up to a perfect picture of this life in the open, on steeds that eat not, neither do they tire. The wheel for 1910 was in very many respects just like the wheel of 1909, and yet very much different. We started from the very same spot—but first let me tell you who comprised “we.” In this respect we need to be particular, for every man who does a thing like this is unhappy if his name does not go into print, and some of our enthusiastic wheelers would rather go on a W. A. T. H. than go to Congress. Here is the party. We put the lively bicycle riders ahead and the effeminate autoists in the rear, and we shall mark with an asterisk all those who circled for the first time.

Bicycles—Capt. W. G. Kendall, John Rush Green, John B. Kelley, Chas. C. Ryder, Augustus Nickerson, Joseph W. Swan, Theo. Rothe, all of Boston. George L. Cooke, Providence; Will R. Pitman, New York; Dr. A. F. Wyman, New Bedford; Marriott C. Morris, W. L. Lockhart,* Dr. Clarence Wright,* all of Philadelphia, and the indispensable “Lazarus,” the repair man.

In Automobiles—Frank W. Weston, Abbot Bassett, Thomas H. Hall, Fred D. Irish, Fred J. Stark, Joseph A. Hendrie, A. A. Greenlaw, all of Boston. Chas. J. Obermayer, W. M. Meserole, Geo. T. Stebbins,* M. M. Belding, Jr., Fred G. Lee, George B. Woodward, Kenneth Woodward, Robert J. Danby,* all of New York. Thomas P. Himes, Arthur W. Martin,* Wm. G. Rankin,* all of Providence. Fred Atwater, Bridgeport, Conn.; A. G. Fisher,* New Haven, Conn.; Elmer G. Whitney, Dover, N. H.

It was indeed a goodly company. The Grove of Pleasant Memories added one more evergreen, and the lunch under the trees was a star-play by the caterer. We took a look at the great Avery Oak at Dedham for which a large price was offered by those who wanted good oak timber to build the Constitution, but it was not for sale and today it stands on a reservation never to be encroached upon by any building. The Fairbanks family gave us a cordial welcome to the old homestead, built in 1636. Many climbed Blue Hill to get a sight of the air-ships, but there was nothing to be seen and we found no rival engaged in flying about the Hub. It rained late in the day and the wheel riders got damp, but the auto-ists under their tops laughed at the rain. A banquet at Tudor Farm. Speeches by Weston, Bassett, who gave a history of the "wheel" of 1892; Atwater who responded for the L. A. W.; Obermayer who talked for New York. Tom Hall sang "Philadelphia in the Morning."

A pleasant day greeted us the next morning. A

lunch under the great Oak of Ponkapog, which the boys voted larger than the Avery Oak, for it has a waist measure of 19 feet, 6 inches. The largest tree among the great Waverley Oaks measures 17 feet, 3 inches, and is said to be 500 years old.

And then a run to Pemberton over the five-mile stretch along the peninsula. A group of Boston wheelmen came down by boat to dine with us at Pemberton Inn.

And we rode home, some of us that night, but many of the wheelmen the next day. Hendrie, the very popular caterer of the club, has purchased a large estate of 75 acres at Sharon Heights, on which there is a very pretty cottage house. He will make additions to the house, build anew near at hand, and by another year there will be a place called "Pine Cliff" where rest and entertainment may be had. We paid a visit to the place and Hendrie received many compliments, much encouragement and a deal of advice.

At Tudor Farm a discussion was had regarding the date of the tour, which has been changed from its original date of Sept. 11 to Saturday before Labor Day. Two years' trial of the new date has convinced everyone that the change was a mistake and a vote taken was unanimous in favor of going back.

Last spring, at its annual dinner, the Essex Bicycle Club of New Jersey sent a complimentary telegram to the Boston Bi Club. By vote of the meeting at Tudor Farm the following telegram was sent.—To the Essex Bicycle Club of Newark, N. J.:

—"The Boston Bicycle Club, en route on its annual Wheel About the Hub, under the inspiration of life in the open air, and the exhilarating effects of riding the wheel, sends this expression of its affection and esteem to its brothers of the wheel in New Jersey."

And the twentieth cycle along the periphery under the auspices of the Boston Bicycle Club, rolled into history, leaving a trace of pleasant memories and hearty good fellowship such as we never fail to find in the circle of cycledom.

The Bicycle Editor of "Motor-Bi" has an article on "The Wheel About Hub" in September number. It has pictures taken at Tudor Farm, at Canton and "Under the Oak." The October number will have a report of the Good Roads Convention at St. Louis by the same writer. See special offer to L. A. W. members in our advertising columns.

GOOD ROADS CONVENTION.

The Third Annual Good Roads Convention was held at St. Louis, Mo., Sept. 28, 29, 30.

The Convention was made up from Delegates representing the American Automobile Association, the National Grange, The National Board of Road Inquiry, The League of American Wheelmen and many kindred organizations interested in Highway Improvement.

The meetings were held in the Coliseum, where in addition to the exhibition of talk there was an exhibition of road-making machinery, paving material, oils, etc.

The papers were not such as to attract a popular audience, but they proved a valuable contribution from the wisdom and experience of the best experts in this line.

The audience was made up of interested and thoughtful men who came both to give out and take in.

Especially valuable were papers from Prof. A. H. Blanchard of Brown University on the "Dustless Roads of Europe"; by Chas. W. Ross of Newton, Mass., on "Surface Treatment for Roads"; by F. E. Lott on "Across Missouri Highways," and a Talk by Highway Commissioner Harold Parker of Massachusetts, giving his experience in road building in difficult places in Massachusetts. The L. A. W. was represented by its Secretary-Treasurer, Abbot Bassett, who gave a history of the birth of the Good Roads movement, for which credit must be given to the wheelmen in general and the L. A. W. in particular. We shall try to publish this in a later issue. All the addresses will be printed in a pamphlet which may be obtained by applying to A. G. Batchelder, 537 Broadway, New York City.

It was not all serious work, for there was a boat ride on the Mississippi River with lunch accompaniment; a visit to the Anheuser-Busch Brewery, which covers 165 acres and is valued at twenty-two million dollars, where beer was furnished in quantities suited to the capacity of the largest consumer; a ride through the residential districts; and a grand banquet at the Planters' Hotel.

It was, on the whole, a convention well carried out, very fertile in its fund of information given freely to the world, and it cannot fail to be prolific in results.

A discussion on Convict Labor on the Roads by Joseph Hyde Pratt of Chapel Hill, N. C., went into some of the problems which have come up when wheelmen dealt with this question and proved of exceeding interest.

Governor H. S. Hadley and Mayor F. H. Kreisman of St. Louis gave the glad hand of welcome and we shook the hand and took what was offered.

In choosing the place for the Convention a novel method was adopted. A guarantee fund of \$10,000 for the entertainment of the delegates was demanded. Thirty days was given to raise the sum. Atlanta was given first chance; Denver the second and Milwaukee the third. There is little doubt of its going to Atlanta.

President Fred Atwater of the L. A. W. was appointed a member of the Committee on the 1911 Meet.

Diversions at St. Louis.—The wheelmen of St. Louis made it very pleasant for Esstee while he was in that city attendant upon the Good Roads Convention. The St. Louis Cycling Club invited him to a complimentary banquet at the Mercantile Club on Wednesday, 28th, and forty members of the club gathered at table to do him honor. President A. A. Beckman presided and Captain Robert E. Lee was Toastmaster. There were speeches by the President,

by Wm. M. Butler, Harry S. Sharpe, George Tidd, H. G. Wolzendorf and many others.

The guest responded to a complimentary toast and spoke of the old friends, now gone, who welcomed him at St. Louis during the L. A. W. Meet in 1887. The St. Louis Cycling Club is a marvel in that it has a membership composed of some of the veterans, but for the most part of young men below 25 years of age. In these days we seldom see the young fellows in clubs, for they have not yet awakened to the idea that in union there is strength and also pleasure. The guest also read a poem recalling old cycling friends.

On Friday the President of the club, Mr. Beckman, took Esstee and others on an automobile tour through the city and out into the country, where, at Clayton, the inner man was refreshed and sustained. While in the city we looked up the former President, James Randall Dunn, and had pleasant calls from Percy Stone, an old time racer.

It is a good thing to revive old memories in the meeting with former friends and St. Louis is a garden full for us of evergreens.

One of the papers referred to us as Secretary of the League of American Women, but we didn't mind that.

The following items from London papers may interest some of your readers. The first item is respectfully submitted to the American farmer in behalf of wheelmen.

"As we were driving along the Great North road a few nights ago we came into sudden and violent collision with a cow, and when we took an inventory of damages the cow reported the loss of one perfectly good horn, for which, however, she had little further use, as she was even then on her way to change herself into a more attractive form—the roast beef of old England. We had two smashed lights, a broken radiator, two bent and twisted wings, and our bonnet was a complete wreck."

Personally I like cows, but they have very little idea of the rules of the road. They are set in their ways, and they are set in our ways by their careless owners.

It is clearly the duty of the motorists to take up this cow question seriously and try to force the breeders to produce a strain of luminous cows. I do not suggest how this is to be done; possibly glow-worm meal would help. But until the strain is perfected we might require the farmers to paint their cows with phosphorus or teach them to sound their horns, or have a man walk at the head of each cow with a white light and another at her heels with a red, or they might even be induced to keep their cows at home after dark.

L. R. Smith.

The sheriff of Jackson County, Mo., has six motor cars in his official keeping because their owners cannot raise money enough to pay their grocery and dry goods bills. He says he has never had to hold one of the machines because of inability to pay bills

for repairs, but it is the common practice of motorists to forget other bills. How it always happens that a man can buy what he wants. The man without money for bread always finds enough for tobacco.

Nicholas Joseph Cugnot is to have a monument. If anyone asks who Cugnot was, it may be said briefly he was the first automobilist. Many years before Stephenson had introduced his railway locomotive, Cugnot, who was a military engineer, had made a locomotive for roads. His own folks scarcely knew of him until the recent automobile exhibition, but his locomotive has been piously preserved in the Conservatoire des Arts et Metiers. The place for the memorial is, as it should be, in the commune of Void (Meuse), where he was born in 1725. Cugnot died in 1804. His lot was not that of many geniuses. He did not die in want. Napoleon had secured him a pension of 1000 francs—"passing rich on 40 pounds a year." In this respect the premier consul showed more enlightenment than he did in regard to Fulton, of steamboat fame, whom he considered—it is distressing to write—an adventurer. Cugnot's carriage was built to transport arms, and he had designed a service gun. These achievements alone would be a passport to Napoleon's favor. Cugnot's steam carriage was crude enough from our point of view. It was built in 1769. He used a pair of single acting high pressure cylinders to turn a driving axle step by step by means of pawls and ratchet wheels.—Dundee Advertiser.

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PHILADELPHIA, PA.**

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Public Accountant

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BOSTON, MASS.

Telephone Main 3007

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GOOD COMPANY ON GOOD ROADS

THE PRICE TO PAY.

DUES.—Applicants pay 75 cents a year. Memberships may be renewed for 75 cents a year. Members may subscribe for the official organ at the club rate of 25 cents. This is optional and the sum must be paid in addition to the dues. Life membership \$10. Can be taken by none other than one who has been a member for five years previous. Life members must pay the additional fee of 25 cents per year for the official organ if they desire it.

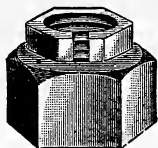
APPLICATION BLANK.—If applicant is unprovided with regular blank from headquarters, he may write his name, address and occupation on a slip of paper 6 by 3 inches. Add the names of two references and send same with one dollar to ABBOT BASSETT, Secretary-Treasurer, 221 Columbus Avenue, Boston, Mass. Regular blank supplied on application.

TOURING ABROAD.—Members touring abroad are entitled to call upon the Secretary-Treasurer for a ticket of membership in the Cyclist Touring Club of England. This ticket will give the holder all the advantages of the hotel and consular system which the C. T. C. has in Great Britain and on the Continent, and will save much trouble at the custom houses, where the ticket will be a passport in lieu of a cash deposit.

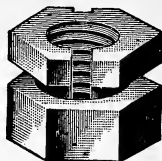
SUPPLIES —Badges: Solid gold, \$2; plated, \$1; Enameled Rim, 75 cents. Russia leather ticket holders, 25 cents. Veteran Bar, price \$2.50. Screw Driver for Key Ring, 10 cents.

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During the winter months we will make special reduced rates for overhauling and cleaning your bicycle, and getting it in readiness for next season's use:

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A MAGAZINE FOR RIDERS OF THE WHEEL
OFFICIAL ORGAN LEAGUE OF AMERICAN WHEELMEN

A magazine that is read from cover to cover and therefore a first-class advertising medium for bicycles and sundries. Also for anything useful to men. Our rates:—\$1.50 an inch. Repeat, if unchanged, \$1.00 an inch.

Entered as Second Class Matter, March 10, 1904, at the Post Office, at Boston Mass., under the Act of Congress, March 3, 1879.

Vol. 8. No. 9

NOVEMBER, 1910

5 Cents

DON'T PUT ON THE BRAKE TILL IT IS
TIME TO STOP.

The impression left upon our mind by the St. Louis Convention was, that, although the North and East are now provided with good roads, the work of improving the highways is not half completed. This is a great country and there is a great big piece of it where the roads are anything but good.

The L. A. W. is the parent of good roads, and it should never fail to lend its assistance and its influence to those who are working to give the South and West as good roads as the North and East are riding over.

“What happened to Babylon?” asked the Sunday school teacher.

“It fell!” cried the pupil.

“And what became of Nineveh?”

“It was destroyed.”

“And what of Tyre?”

“Punctured!”—Cleveland Leader.

Our good friend, Geo. D. Gideon of Philadelphia, lodges with us an emphatic protest and complaint in that we said in our last issue that he was "one of the first to wheel on a bicycle from Philadelphia to New York, within the day." He claims that he was the great and only first. Knowing him as we do, we think him capable of it, and we give him the record. Here is his description of the ride:

"But we did not have roads then. I remember distinctly that what passed as roads were being ploughed as I went through and in some places the feeding cattle were a great annoyance. I also remember that I had a cane seat with copper rivets, every one of which had its own blister the next day and it was quite a week before I could sit down. Never since have I been so anxious to get to New York that I would have been willing to ride there in one day on a high bicycle."

Now we hope George D. will erase our name from his Annanias Club.

To follow President Taft's automobile when it whirls around Washington requires nerve as well as a speedy machine. The District of Columbia police, who guard President Taft while in that city, possess both.

Chester, Pa., Sept. 25.—Mounted upon bicycles John H. Hoffman and his brother, Edward E. Hoffman, of Brooklyn, passed through this city today en route for Gettysburg, where they will attend the re-

union and dedicatory exercises of the Grand Army of the Republic.

The brothers are members of Abel Smith Post No. 1, of Long Island, and are nearly 70 years old. They left Brooklyn last Sunday and rode on bicycles to Atlantic City, where they attended the annual encampment of the Grand Army. Friday evening they left for Somers Point, N. J., thence to Camden, to Philadelphia, and came to this city, whence they departed today for Baltimore.—Phila. North American, Sept. 26.

Something new in the nature of a track event recently was tried out at an automobile meet in Dallas, Texas, and proved both novel and diverting. It was styled a "speed violator's chase." When an automobilist came flying down the stretch, he was signalled to stop by a "policeman," and when he failed to do so the latter promptly hopped on his motorcycle and gave chase. The make-believe "cop" had to ride all out for two miles before he brought the "culprit" before the judges. In this case the sentence took the form of a silver cup—the prize at stake—presented to the "policeman."

Our fellow-member, Acting Secretary of State Alvey A. Adee, who has ridden over much of this country and Europe on a bicycle without mishap, was injured while riding in Washington last month. He tried to avoid running over a street dog and was thrown to the pavement and sustained cuts about his face and head, and his back was strained.

THE L. A. W. AND GOOD ROADS.

Sent to St. Louis Good Roads Convention to say a word on behalf of the L. A. W., our Secretary-Treasurer told the convention what the L. A. W. had done in giving birth to the movement for improved highways. After telling of the good roads of the ancients, the Carthagenians, the Romans, and the Incas of Peru, the Secretary came down to the present day and told the convention to what extent they were indebted to wheelmen.

The United States celebrated its hundredth birthday at Philadelphia in 1876, and one of the most attractive features in the exposition was an exhibit of bicycles by an English firm.

America saw the machine and leaped into the saddle. It was not until men mounted on wheels which they had to push that the real condition of the roads was discovered. The horse knew all about it but never told. His driver knew very little about roads. Wheelmen never asked a team driver about the condition of this or that road. They looked up another wheelman when they wanted the best road to a given place. Out of the sorrow of wheelmen came the birth of good roads. In 1880 they got together and started in to secure their rights to ride on such roads as were then in existence. To get the right to ride at all took many years and it was not until 1888 that we went to work in real earnest to mend our traveled ways.

As editor of the L. A. W. publications, I had published in our official organ, a very complete article

on Macadam and Telford Roads, by Luther H. Porter, of Orange, N. J. The demand for this article was so great that our edition was completely exhausted. This extraordinary demand determined me to write a pamphlet myself. I didn't know anything about road-building, but you can always trust a newspaper man to fill up and give out on any subject. I produced a pamphlet including Porter's article and a lot of matter borrowed from men who knew all about road building. We sent it to every member of every legislature in the country, to road surveyors, engineers, commissions, to the press and to State officers. We sent out 450,000 of these missionaries. The little book was read, we have reason to believe, by a large majority of those who received it.

The next year we followed with another pamphlet. In 1869 the State of Massachusetts offered a prize of a thousand dollars for the best essay on Road Building. Clemens Herschel, a well known engineer, took the prize. This essay and two others, which had been given honorable mention, one by Prof. Samuel F. Miller, and one by Henry Onion, were buried in the Mass. Agricultural Report of 1869-70. We took these essays and put them into book form. It was an expensive undertaking and we decided to invoke the aid of the cycle manufacturers. Our first call was on the late Colonel Albert A. Pope. We told him that we wanted his name at the head of the list, prefixed to a goodly-sized contribution, as an incentive to those whom we should ask to follow.

His reply was characteristic. "No matter about the others, get out your book and send the bill to me." And we did.

We sent half a million of these books to the list used before. After this Isaac B. Potter took charge of the highway department. In 1891 was published his well known "Gospel of Good Roads," which struck 12 o'clock for the public.

In 1892 we started the Good Roads Magazine which we ran ten years. At one time with a circulation of 120,000.

These are the agencies employed by the L. A. W. in starting the movement for the improvement of our highways. They were the initial steps that set the people to thinking about roads and calling for improvement. It gave the cause a start that nothing could restrain. Other people have taken up the work, all profiting by the start given to it by the wheelmen of the eighties.

Our first steps were in the line of education and agitation. We went into politics and the wheelmen's vote was large enough to be seen by the politician without the aid of glasses. The States, led by Massachusetts, took hold of the work and Highway Commissions were formed. The Government at Washington annexed the Bureau of Road Inquiry to the Agricultural Department. Soon nearly every State had a Highway Department. From this point the work has gone bravely on and nothing evidences its marvelous growth more than this representative convention of men of all interests united for a common cause.

The problem you have before you is widely different from that we first encountered. We used to say: "Give us good roads and our vehicles will improve them. The bicycle leaves a road better than it found it." Every wheel was a road roller, smoothing the surface for that which followed.

Today the problem is to keep the roads after they are built. The inventive genius of the world is at work to secure a good surface that will stand the wear and tear of the heavy vehicles now passing over it. In the old days Conservatism opposed the locomotive for fear it would displace the horse; the frightened horse tried in vain to drive the bicycle from the highway; Conservatism of today would, if allowed, forbid the auto that tears up the macadam. But the men of today look ahead and we are bound to have roadways to match the traffic.

The bicycle has not gone out. More bicycles are being sold every year. We gave good roads, fitted to our purposes, to the country. They are not the roads demanded today, but our roads led the way to your roads and we are with you, hand and glove, in the movement to supply the highways that are demanded. For your roads shall be our roads and wheresoever you shall go you will find us close behind.

Poor students of Birmingham, Eng., who use the Central Reference Library, have petitioned the municipal authorities to provide free storage for their bicycles while the owners are using the library, as is done in several other institutions in the city.

Many of the students ride bicycles to save car fare, and they point out that they cannot afford to pay storage on their mounts night after night while they are studying in the building.

Three young men of San Jose, Cal., caught riding their wheels on the sidewalk, were not fined nor jailed. Their wheels were sent to jail for thirty days and meanwhile they can walk on the sidewalk. That judge was certainly original and perhaps wise.

Don't mind if the other fellow overtakes and passes you, take the curves slowly and keep on the right side of the road. This is the only way to come home again healthy, happy and intact.

British motorists hope to bring about an international conference to discuss the question of a universal rule of the road. The United Kingdom is the only country in Europe, with the exception of Bohemia, where the left hand rule prevails. "Nevertheless," says the London correspondent of the Chicago Daily News, "British experts believe that the left hand rule has more to commend it than the other and that an international conference would decide in its favor. Already Marquis de Dion and other influential Frenchmen are advocating the adoption in France of the British custom."

That the popularity of bicycles is accountable for a great decrease in railroad travel in Great Britain is indicated by figures recently issued in relation to third class traffic. It is supposed that a large part

of the 8,000,000 decrease in passengers for the year is due to many suburbanites using bicycles in preference to trains to reach their work.

Referring to the new title of the *Bicycling World*, recalls to us how insistant its one-time proprietor was upon the preservation of the old name. In 1883-4 and 5 the tricycle was pushing out the bicycle. Josiah S. Dean and "us" were conducting the paper and we tried to persuade Mr. Hodges to join with those who were giving up "Bicycling" for "Cycling." The Bicycle Touring Club became the Cyclists' Touring Club, and the trade journals were cutting out the "Bi." Hodges was obdurate and would not be persuaded, and "Bi" it has been ever since. The Scrap Book seems to be the only exclusive bicycling paper left.

A new type of sign-board is finding many advocates among English motorists and motorcyclists and their allied publications. It consists of the usual arm and hand with the name of the town and distance mounted respectively above and below in open, cut out letters. As the letters and figures stand out in relief against the sky, the sign can be read almost as well at night as by day.

The *Bicycling World* lowers its ancient title to the level of a sub-title, and "The Motorcycle Review" becomes the prominent designation. One more item to mark the course of events. The motorcyclists are active and are organized. The cyclists

are riding alone. "'Tis true, 'tis pity; and pity 'tis 'tis true." The American Bicycling Journal was established by Frank W. Weston, Dec. 22, 1877. It was published semi-occasionally and in the two years to Nov. 1, 1879, published 18 numbers. The Bicycling World was first issued Nov. 15, 1879, with Charles E. Pratt as editor. It was announced that they had taken all rights and property of the journal. The same year the publishers combined "The Archery Field" with the "Bi World" and ran the two together for two years, when the archery annex was given up.

Earnings of the Pope Manufacturing Co. for the year ending July 31, 1910, were \$745,390.87. These earnings are on an authorized capital of \$6,500,000, of which \$5,989,000 is outstanding in preferred and common stock, the balance remaining in the treasury. The net earnings, when added to the surplus of \$482,866.76 carried over from 1909, make a total of \$1,228,257.63, out of which dividends amounting to \$368,054 have been paid, leaving a surplus of \$860,203.63.

We never regarded Robert (Bob) D. Garden as an Apollo, and never very handsome for homely; but here is how Mary treats him and what she thinks of him. She was met at the boat by any number of friends, including her father, in whose arms she remained for at least a full minute, while she kissed him with great fervor. Afterward she held him at arm's length and exclaimed:

"Isn't he handsome, my father?"

By the time this issue is being read we hope to have our Periodical List in the hands of our friends. If they don't want to subscribe it may divert them if they will find the cost of magazines. The publishers are giving the people a sort of mathematical puzzle calculated to produce a headache in the effort to get the answer. Send us a list and we will help you to the lowest price.

J. M. Linscott, of Boston, Mass., who for 20 years has been one of New England's most prominent jobbers in cycles and accessories, has sold the bicycle supply business of the Boston Cycle & Sundry Co. to the Hub Cycle Co., 40 Portland St., Boston. The latter concern started in a modest way in Boston some five or six years ago, and has become a strong and aggressive figure in the cycle jobbing field, having a five-story building of its own.

Steady increases in the number of motorcyclists in Massachusetts are shown by the registration figures, the list of registered machines on Sept. 1, 1910, giving a total of 3,042. This is a gain of 827 over the figures on Sept. 1, 1909, when 2,215 machines were on the registered list.

An automobile does not prove that a man has money, but that he did have.—Judge.

Jim Nixon went to church last Sunday on his steam threshing traction engine. Jim said he had got good and derved tired of taking to the ditch with

his horse and wagon every time he met one of those dod-blasted automobiles, and thought he would ride down the road in a rig they couldn't jar.—Hedge Corners Herald.

The Board of Trade of Hartford, Conn., is at work raising money for the memorial to Colonel Pope. It will be a fountain 15 feet high to be located in Pope Park.

We wonder how much you know. We will publish the names of any and all who send correct answers to the following questions, all about the presidents.

1. Who said, "A little more grape, Captain Bragg."?
2. Which was the first President inaugurated in Washington?
3. Which President was the first to deliver an inaugural in the presence of his mother?
4. What two Presidents served in the field during the Revolution?
5. Which President was elected by one vote?
6. Which Presidents signed the Declaration of Independence?
7. Which was the first President who wore a mustache?
8. Which was the first President that was not born a British subject?
9. Which was the first President to bring a bride wife to the White House?
10. Which President was called the "Old Man Eloquent"?

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COMPANY GOOD ROADS



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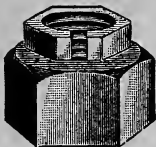
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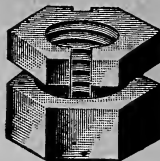
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Vol. 8. No. 10

DECEMBER, 1910

5 Cents

LAST MONTH OF ALL.

“What are you buying all that stuff for, old man?”

“Oh, I am just stocking up for the Christmas stocking up.”

Switzerland wishes to revise the Gregorian Calendar so as to give us a year of exactly fifty-two weeks, or 364 days. New Year's is to be an extra, and Sunday undated—in fact, as it has long been in law, a dies non.

“If I can just keep from making an ass of myself,” is the unique prayer of a newly chosen New England college president. The student problem is how to avoid being reduced to “ponies.”

He—I wish that I was Santa Claus, my heart I'd give you, dear.

She—I wish that you were Christmas, too; you'd come but once a year.

President Lowell might have talked about the “lethal certitude” of Yale's defeat, but he came down

to undergraduate vernacular and declared it a "dead sure thing." But it wasn't.

The newest thing is a handle-bar covered with black celluloid.

Jo Pennell, who was one of our founders at Newport, has been making a visit to America and has been talking. Jo is, and always was, positive and aggressive. He doesn't like us, Chicago is the "City dirtiful," and Philadelphia has much in it that is vulgar. Same old Jo. He didn't get over to Boston and it is lucky for us that he didn't see our elevated railroad that runs under ground.

The Nylaw will hold its quarterly dinner in New York City Dec. 17. On this occasion the L. A. W. Secretary-Treasurer will be the honorary guest of the occasion.

Another old-timer dismounted. Peter Gendron, old-time maker of the Gendron wheel, died in Toledo, Ohio, last month.

Rubber having been on the bounce is coming down again. Now more people will be able to catch it.

December's here! Cold winter reigns; good cheer makes us forget its chills; our hearts are full of Christmas loves; our minds are full of Christmas bills.

At a meeting of the National Century Road Club Association, it was decided to hold the annual New Year's eve race from Bedford Rest, Brooklyn, N. Y., to Valley Stream, Long Island, making a distance of 15 miles. The race is for a silver loving cup, known as the Jones Trophy, and must be won three times for permanent possession.

The fourth Saturday in January has been decided on by the Century Road Club Association as the day on which the annual dinner will be held each year. In line with this decision the members will assemble at the Broadway Central Hotel, Broadway and Third Street, New York City, for the dinner which will be served there on Jan. 28, 1911. Arrangements have been made for an excellent meal at \$1.50 a plate.

Elmer E. Brown, for many years a cycle dealer on Columbus Ave., Boston, died on Sunday, Oct. 30. He was a familiar presence in the trade and among club men. And now "Lon" Peck is the only dealer left of all that company that fringed cycle row of Boston.

Two people riding tandem on a single bicycle or motor is dangerous, according to a jury in Washington, D. C., and a request has been made that a police ordinance be passed prohibiting it in the future. The proverb commends him who makes two blades of grass grow where one grew before, but it has nothing to say of the additional fellow placed

where only one should be. There are wheels enough for all.

No longer will it be necessary for motorcyclists in Indianapolis, Ind., to take out a license in order to operate their machines on the streets of that city, as the ordinance compelling such licenses has been declared invalid by Judge Remster, in the circuit court. The offensive tag may now be taken off.

A. D. Meiselbach, one of the first cycle manufacturers to make department-store bicycles on a large scale, is planning to re-enter the field, after having retired from it in 1899, when his plant was taken over by the American Bicycle Co. He is organizing a company in North Milwaukee, Wis., where his former plant was located, and is to incorporate it shortly under the name of the A. D. Meiselbach Co., with a capitalization of \$250,000. The North Milwaukee Citizens' Advancement Association is assisting the new company to secure a factory site.

Buffalo election returns were hastened by the bicycle in Buffalo, N. Y., where each year the Rambler Bicycle Club, of that city, makes arrangements, through its captains, to carry the returns on their machines. Club members take such an interest in the matter that a full turnout was at hand.

One of the most unusual accidents that can fall to the lot of a bicycle rider occurred in Birmingham, Eng., last week when a cyclist was the victim of a particularly strong gust of wind. The wind literally

lifted his machine out of its course and put it in the way of a hay wagon, by which the cyclist was knocked down. His machine was smashed, and the wagon passed over him. He sustained a fractured thigh.

Earl Norton, a young cyclist, recently was attacked by a young wildcat while riding across the Field ranch at Laguna Seca, Cal., and it took considerable work with a providentially handy fence rail to dispatch it. Upon the animal being examined in town later, it measured three feet from tip to tip and appeared to be about a year old.

F. H. Elliott, the secretary of the American Automobile Association, at a dinner in New York, laughed over some of the absurd claims made against automobilists.

"If an automobile runs over a pig," he said, "it is sure to be a blooded Berkshire. Every chicken slaughtered is a pedigreed bird worth \$40 or \$50. A yellow barnyard cur is a wire-haired fox terrier. A calf is always of Alderney or Guernsey blood."

Mr. Elliott smiled.

"To tell the truth," he said, "nothing seems to improve live stock like crossing it with an automobile."

Our good friend and L. A. W. member, Henry Glentworth Wynn of New York, will have the sympathy of us all in his bereavement by the death of his wife, Marie Elizabeth Stewart Wynn, Nov. 18, 1910.

Such is his interest in bicycles, an ingenious Frenchman has used cycle parts for building a gigantic clock. Standing twelve feet high, the frame work is a huge bicycle wheel surrounded by twelve ordinary sized wheels with pneumatic tires. The figures, which are formed crank rods, are supported by a rim within the large wheel. The minute points are of small nickel plated parts, while the hands are of frame tubing. An arrangement of handlebars forms the top of the clock, while the pendulum is made of bicycle parts. Bicycle bells strike the hours and quarter hours.

American motorists will read with satisfaction of the more liberal regulations toward their clan in Great Britain. The special license fee which has been imposed will now be abandoned. Automobiles brought into the kingdom for the use of foreigners will not have to pay excise duty unless they are to remain longer than four months.

"Europe, to give its best," said Mr. Higgins, "must be taken slowly. Once, in an Italian picture gallery, I heard one broad-shouldered woman ask another:

"Is this Florence or Venice?"

"What day's today?" the other asked in turn.

"Wednesday."

"Then it's Florence.'"

Wolzendorf of St. Louis:—On Friday evening, November 18, some thirty members of the St.

Louis Cycling Club sat down to a fine dinner at Van Horn's cafe to celebrate the silver anniversary of the marriage of H. G. Wolzendorf to the bicycle. Van Horn being one of the most enthusiastic members of the club, it is quite needless to remark that to all intents and purposes his restaurant was for the time being part and parcel of the club.

"Dorfe," as he has been known ever since he made his "debut" a quarter of a century ago, did not know the purpose of the function until he noticed one of the artistic invitations that had been mailed to the members lying beside his plate. In opening the ceremonies, President Beckmann paid him a glowing tribute for the long, faithful and valuable services that he had rendered St. Louis wheelmen. As Wolzendorf has always avoided holding office when he could help it, he never was as prominent in the hey-day of the sport as he might have been. But in St. Louis he has always been the real Nestor among cyclists. His wise counsel has always been sought on all things that had a vital bearing on things cycling, and his advice has usually been followed. During the periods that the sport dwindled to almost insignificance, it was always good old "Dorfe" that managed to hold together at least a few of the faithful and thus preserve the St. Louis Cycling Club. "Dorfe's" droll humor has a characteristic all its own and it has always been a treat to listen to his accounts of runs and tours. In club meeting he has a fashion of sitting in a back seat peacefully smoking away at his pipe. Sometimes there is the most animated discussion but "Dorfe"

is in a semi-comatose condition until the chairman puts the motion. Then he will ask that the motion please be repeated and then either assents his approval, or explains his disapproval. The vote nearly always is in accord with his views.

Wolzendorf got his cycling inspiration shortly after the civil war, when as a boy he saw some velocipedes ridden around on the flagstone pavement surrounding the court house. His first ambitions to ride came to naught after a few rather disastrous experiences in trying to master the unruly ordinary, whereupon he resolved that rough macadam streets and a bicycle were a poor combination at least for a near sighted individual. When he first beheld the star, he regarded that as a much safer contrivance and soon thereafter was a most enthusiastic rider and a most familiar character.

One of his characteristic traits is his old fashionedness. It is said he did not come down from the high machine to the safety until he had to. As long as can be remembered he has been using the same style handle bar and saddle. He buys a new wheel every two years and the dealer is always instructed to duplicate the old one as nearly as possible. He has never used toe clips or the coaster brake and in all probability never will.

Every one of the twenty-five years that he has ridden, he has been a consistent road rider, and every Sunday he can be found out on the road with the "gang," viewing much of the scenery that he first saw a quarter of a century ago. Almost all of his vacations have been spent by cycling in various parts

of the country, and it can almost be said that he can relate cycling experiences from Maine to Mexico, and from Oregon to Florida.

On the road he is always the "boss." Once a party of St. Louis riders were being led through the White Mountains by some Easterners. Finally the tourmaster bade all dismount, and recommended that the party walk down a very steep hill. "Dorfe" merely mumbled, "I've seen many a hill that I've had to walk up, but I'll be damned if I've ever seen one that I've had to walk down," whereupon he stuck his feet in the frame and coasted on with the St. Louis "gang" closely following.

At the close of the banquet "Dorfe" was once more surprised when he was handed a package containing a gold watch charm bearing the familiar club emblem, a white maltese cross on a navy blue background.

We received a few answers to our "President" queries, but none were complete. One answer from Owen Lawson, of Louisville, would seem to put us in the wrong ourselves regarding one answer.

"A conscientious regard for historical fact makes it necessary to point out that the first of your questions concerning presidents, appearing on page 136 of the Scrap Book for November, is founded on a fabrication, so declared by no less authority than General Bragg himself. It is related that at a dinner party in New York, several years after the Mexican war, General Bragg was asked as to the truth of the story in which General Taylor is said

to have used the expression, 'A little more grape, Captain Bragg.' According to his story, General Taylor rode up to Bragg's battery during the fight and, after noting the results of two or three well placed shots, turned to Bragg and, with a grim smile, said 'G-G-Give 'em Hell, B-B-Braxton.' Thus does Truth, crushed by the weight of Historical Error, rise to defy the entire Ananias Club. That grape story never did sound natural, anyway."

-
1. Zachary Taylor.
 2. Jefferson.
 3. Garfield.
 4. Washington and Monroe.
 5. Monroe.
 6. J. Adams and Jefferson.
 7. Grant.
 8. Van Buren.
 9. Tyler.
 10. J. Q. Adams.
-

The automobile has other victims than those it runs down, or catapults over stone walls and against trees. There are victims of rides insisted upon by hospitable owners wishing to entertain guests from town who have arrived in their best bibs and tuckers to spend the day and be company, whereat they are bundled into a car, expensive hats protected by a veil and new gowns covered by borrowed automobile coats, to be swished through miles of dust and obliged to call it pleasure! 'Tis a selfish world. Given a 1911 car, with all the latest frills, why shouldn't Miss Glad Rags "love" to take a spin

through the scenery she can't see? Of course, the damage done to her attire shouldn't be the least matter. She is Miss Sad Rags at the end of that "perfect ride," the worst of it being a walk of half a mile when something went bad with one wheel! But one must suffer to be beautiful, and likewise to ride in automobiles.

NATIONAL ASSEMBLY DELEGATES.

Under the Constitution, L. A. W., the basis of representation in the National Assembly must be made from the membership Dec. 1, in each year.

The membership Dec. 1, 1910, gives to the States the number of representatives as below set forth:

Calif., 1; Colo., 1; Conn., 2; D. C., 1; Ill., 2; Ind., 1; Ia., 1; Ky., 1; Me., 1; Md., 1; Mass., 10; Mich., 1; Minn., 1; Mo., 1; N. H., 1; N. J., 4; N. Y., 13; O., 2; Pa., 10; R. I., 2; Tex., 1; Wis., 1; Total, 59.

Article V of the Constitution provides for the nomination of candidates.

Sec. 2. Nominations for the office of representative may be made by not less than five members, who shall file the same with the Secretary-Treasurer during the month of January.

The election takes place in March.

ABBOT BASSETT, Sec.-Treas.

PERIODICAL DEPARTMENT.

We are sending out a 45-page catalogue which gives a complete list of periodicals with club prices and discounts on single subscriptions. A postal-card request will bring it to anyone who would like to consult it. In addition to a price list there are brief descriptions of what the magazines stand for, and the whole list is grouped under designations which indicate their purpose. The club idea predominates and while discounts are liberal on two or more

magazines, a large majority of the publishers insist on no discount on single subscriptions.

There are many combinations to be made beyond those which the casual reader can discover. If patrons will send us a list of magazines desired we will give the best prices to be obtained.

Below is a list of some of the more popular magazines where we can discount on a single subscription

	List.	Our Price.
American Magazine	\$1.50	\$1.25
Bicycling World	2.00	1.75
Century Magazine	4.00	3.85
Century and St. Nicholas (new)	7.00	5.60
Current Events .....	.40	.35
Good Roads Magazine	1.00	.90
Green Bag	3.00	2.65
Horseless Age	2.00	1.75
Life	5.00	4.50
Motor Boat	2.00	1.75
Out-Door Life	1.50	1.35
Philistine	1.00	.85
Puck	5.00	4.50
St. Nicholas (renewal)	3.00	2.85
Scientific American (renewal)	3.00	2.75
Scientific & Supplement	7.00	6.00

The list below gives the more popular magazines which are not sold for less than list prices unless two or more are taken. These can be sent to one address or to a different address for each magazine.

	List.	In Clubs.
Ainslee's Magazine	\$1.80	\$1.10
American Boy	1.00	.85
American Magazine	1.50	1.00
Atlantic Monthly	4.00	3.85
Automobile	3.00	2.35
Base Ball Magazine	1.50	1.10
Blue Book	1.50	1.35
Bookman	2.50	2.40
Book News Monthly	1.00	.85
Boston Cooking School	1.00	.85

	List.	In Clubs.
Camera Craft (new)	1.00	.85
Children's Magazine	1.00	.85
Columbian	1.50	1.00
Cosmopolitan	1.00	.85
Country Life	4.00	3.25
Current Literature	3.00	1.75
Cycle & Auto Trade Journal	2.00	1.60
Delineator	1.00	.80
Etude for Music Lovers	1.50	1.10
Everybody's Magazine	1.50	1.10
Garden Magazine	1.50	1.10
Good Housekeeping	1.25	1.00
Hampton's Magazine	1.50	1.10
Harper's Bazar	1.25	1.00
Harper's Magazine	4.00	3.50
Harper's Weekly	4.00	3.50
Human Life	1.00	.85
Independent	3.00	1.75
Judge	5.00	4.50
Kindergarten Review	1.00	.75
Kindergarten Primary Magazine	1.00	.95
Leslie's Weekly	5.00	4.00
Lippincott's	2.50	1.75
Little Folks	1.00	.85
McCall's Magazine .....	.50	.45
McClure's Magazine	1.50	1.10
Metropolitan	1.50	1.00
Modern Priscilla .....	.75	.60
Motor Age	3.00	2.35
Motor Boating	1.00	.85
Musician	1.50	1.10
National Magazine	1.50	1.10
New England Magazine	1.50	1.40
N. A. Review	4.00	3.50
Outing Magazine	3.00	2.35
Pearson's Magazine	1.50	1.00
Photo Era	1.50	1.10
Photographic Times	1.50	1.35
Physical Culture	1.50	1.25

	List.	In Clubs.
Primary Education	1.25	1.10
Recreation	3.00	1.75
Red Book	1.50	1.35
Review of Reviews	3.00	1.75
St. Nicholas (new)	3.00	1.75
Scientific American (new)	3.00	2.00
Smart Set	3.00	2.00
Smith's Magazine	1.50	1.10
Suburban Life	3.00	2.25
Table Talk	1.00	.85
Technical World	1.50	1.10
Vogue	4.00	3.50
Woman's Home Companion	1.50	1.10
World Today	1.50	1.10
World's Work	3.00	1.85

Many magazines, notably Scribner's, Ladies' Home Journal, Saturday Evening Post, Youth's Companion, the Munsey list do not allow a discount. We can supply these at publishers' prices.

AUGUSTUS NICKERSON

Certified

Public Accountant

Room 708 Exchange Building

53 State Street

BOSTON, MASS.

Telephone Main 3007



GOOD COMPANY ON GOOD ROADS

THE PRICE TO PAY.

DUES.—Applicants pay 75 cents a year. Memberships may be renewed for 75 cents a year. Members may subscribe for the official organ at the club rate of 25 cents. This is optional and the sum must be paid in addition to the dues. Life membership \$10. Can be taken by none other than one who has been a member for five years previous. Life members must pay the additional fee of 25 cents per year for the official organ if they desire it.

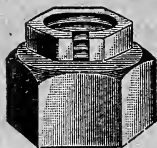
APPLICATION BLANK.—If applicant is unprovided with regular blank from headquarters, he may write his name, address and occupation on a slip of paper 6 by 3 inches. Add the names of two references and send same with one dollar to ABBOT BASSETT, Secretary-Treasurer, 221 Columbus Avenue, Boston, Mass. Regular blank supplied on application.

TOURING ABROAD.—Members touring abroad are entitled to call upon the Secretary-Treasurer for a ticket of membership in the Cyclist Touring Club of England. This ticket will give the holder all the advantages of the hotel and consul system which the C. T. C. has in Great Britain and on the Continent, and will save much trouble at the custom houses, where the ticket will be a passport in lieu of a cash deposit.

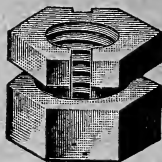
SUPPLIES.—Badges: Solid gold, \$2; plated, \$1; Enameled Rim, 75 cents. Russia leather ticket holders, 25 cents. Veteran Bar, price \$2.50. Screw Driver for Key Ring, 10 cents.

“The Cheapest Life Insurance”

is what **COLUMBIA LOCK NUTS** have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



REGULAR



IMPROVED

Not like other nuts, they will **NOT** shake loose.

No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—**FREE**. A booklet with prices mailed on application.

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WM. L. LOCKHART,
Treasurer

Bassett's Scrap Book

A MAGAZINE FOR RIDERS OF THE WHEEL
OFFICIAL ORGAN LEAGUE OF AMERICAN WHEELMEN

A magazine that is read from cover to cover and therefore a first-class advertising medium for bicycles and sundries. Also for anything useful to men. Our rates:—\$1.50 an inch. Repeat, if unchanged, \$1.00 an inch.

Entered as Second Class Matter, March 10, 1904, at the Post Office, at Boston Mass., under the Act of Congress, March 3, 1879.

Vol. 8. No. 11

JANUARY, 1911

5 Cents

WE TURN UP THREE OF A KIND.

We haven't had a three of a kind year, till now, since 1888.

The game of poker will be in vogue this year.

It doesn't disturb the average poet any to be put in the same class with a lyre.

Hope holds up more than suspenders.

However, don't call a spade a spade when it's a shovel.

In standing up for your rights don't sit down too heavily on others.

Thomas Humber, a pioneer of the English cycle industry, died on November 24, at the age of 60 years. He was a pioneer in the building of both high and safety bicycles, and it was largely through his experiments, efforts and persistence that they were so far improved as to become practical road machines. He led the way in many of the new forms of

bicycle and tricycle that were put out in the first days of the industry. The word "Humber" came to mean "the best."

Over 80,000 people attended the recent Olympia bicycle and motorcycle show in London, according to figures just made public. So well pleased are the promoters with the success of the exhibition that they have decided to make it an annual function for the next two or three years at least.

Returning from abroad, Benjamin Briscoe, president of the United States Motor Co., a merger of large automobile manufacturing companies, reports that the bicycle industry in Great Britain is in a thriving condition. From authoritative figures he learned that there will be no less than 600,000 bicycles built in England during the coming year.

He—They say that the face is an index of the mind.

She—I don't know. It doesn't follow because a woman's face is made up that her mind is.

After all, the naked truth is preferable to truth clothed in improper language.

"Have you seen Frank?"

"Frank who?"

"Frankfurter."

"Yes, he was talking with Sauce."

"Sauce who?"

"Sausage!"

BREAKLESS.

Oh, for a breakless resolution,
For a high resolve that's strong,
That won't let go
Under any old blow
And send us to the wrong.
We want a resolution as strong
As any strong drink that ever flowed,
That won't even bend
To a thirsty friend
Or weaken at the heaviest load.
We want a resolution as strong
As the strongest cigar that's made,
That won't give way
To the human clay
In whatever guise arrayed.
We want a resolution so strong,
So strong—so strong—well, say,
We want it so strong
And to last so long
They never can build it that way.

“Why do you always put a pitcher of water and a glass on the table before an orator?”

“That,” said the chairman of many reception committees, “is to give him something to do in case he forgets his piece and has to stop and think.”

How very few days a man works, after all. There are 365 days in a year. Of these 52 are Sundays, 9 are holidays, 14 days are vacation and the 52 half-holidays amount to 26 whole days. Now if we add we find we have 101 days to be taken from 365, leaving 264 days in all. Under the 8-hour law we multiply the 264 days by 8, the number of hours, and we find that in a year we work 2,112 hours in a year.

Now a day is 24 hours long, and dividing our total of hours by 24 we find that we work but 88 days in a whole year. The school teacher who works 25 hours a week during but 40 weeks really works but 41 days in every year. Did you ever think of that?

January is the month for new resolves, and there are plenty to be found in the "Prayers and Meditations" of the famous dictionary-maker, Johnson.

It is a very human book, showing a man who fails as often as he makes new resolutions.

"I have," says Johnson, "resolved till I am afraid to resolve again. . . . Every man naturally persuades himself that he can keep his resolutions, nor is he convinced of his imbecility but by length of time and frequency of experiment."

Writing in 1761, Dr. Johnson says: "My purpose is:

"To avoid idleness.

"To regulate my sleep as to length and choice of hours.

"To set down every day what shall be done the day following.

"To keep a journal.

"To worship God more diligently.

"To go to church every Sunday.

"To study the Scriptures.

"To read a certain portion every week."

Eight years later Johnson was still forming resolutions, and on New Year's Day, 1769, he writes:

"I am now about to begin another year. I am not yet in a state to form many resolutions. I purpose

and hope to rise early in the morning—at eight, and by degrees at six, eight being the latest hour to which bedtime can be properly extended, and six the earliest hour that the present system of life requires.”

Johnson was then sixty.

Taking a method unusual in politics, Attorney John V. O'Brien, of New Haven, Conn., made a tour of the state on a bicycle in the interest of his candidacy for the assistant clerkship of the house of representatives. Regardless of the success of his undertaking he had a good ride.

The Nylaw held its December meeting at the New York Athletic Club, Manhattan, on Saturday evening, Dec. 17. The special guest of the occasion was Mr. Bassett, who completes his twenty-fourth year as Secretary-Treasurer of League on Jan. 17, 1911. There was gathered the largest attendance of members that he club has known at its quarterly meetings. Charles F. Cossum came down from Poughkeepsie; R. D. Webster took the long journey from Elmira; C. Lee Abell, of Buffalo, crossed the State, and all the boroughs of Greater New York were represented. President Wm. H. Hale presided at the banquet and at the annual meeting which followed. It was a most social and a very jolly occasion. These men had all of them been under the influences of the wheel, than which no inanimate object has been known to promote a greater degree of good fellowship. One gets a liberal education in kindness and

good cheer when he has been associated for any length of time with riders of the wheel, and no one knows this any better than the special guest of this occasion.

There were speeches after dinner and the guest of the evening was introduced by President Hale with the following bit of verse:—

THE ABBOT OF BOSTON TOWN.

There lives an Abbot in Boston Town,
A wise old Abbot of great renown,
Whose eyes are keen though his hair is gray,
Whose soul is young and whose heart is gay.

This good gray Abbot of Boston Town,
Whose bearded face never wears a frown,
His vows ne'er gave to a Pope, they say,
Save the wheelmen's Pope, Colonel Albert A.

Our fair round Abbot he wears no gown,
Upon his head is no shaven crown,
No churchman he, but one of the boys,
And always ready to share their joys.

So our good Abbot has journeyed down,
And brought from his home in Boston Town,
A firm hand-clasp and a word of cheer
To the NYLAW clan assembled here.

Welcome the Abb'ot of Boston Town!
Welcome our Abbot of great renown!
And here's a toast, boys, drink it down;
Long life to the Abbot of Boston Town!

The Abbot didn't try to make a speech but he talked for a while giving reminiscences which included a few facts regarding his first election as Secretary in 1887, at which but one other than himself

of those present participated. Wm. M. Frisbie, then of New Haven, was the other. The speaker gave some account of his trip to St. Louis and his experiences at the Good Roads Convention.

Wm. M. Frisbie spoke a few pleasant words. The reference to the election of Secretary brought out a show of cards. Frisbie scored lowest with number 7 and the Secretary came next with 49.

After the meeting came the annual election of officers. The following were elected:—

President, Jarvis C. Howard, New Rochelle.

Vice-President, E. F. Hill, Peekskill.

Secretary, L. P. Cowell, Manhattan.

It was voted to have but three meetings a year in future and it was practically decided that the spring meeting would be at Albany and the fall meeting at Poughkeepsie.

The meeting passed into an informal social occasion which was highly enjoyed.

Thus passed into history a most delightful occasion. It is one of many such that the Nylaw has promoted and enjoyed. If New York can do it why not other cities who have within their borders a lot of "has been wheelmen?"

President Atwater looked in upon us the other day. He didn't come as an Auditor to see if the books were kept properly, nor did he come to see if the League treasury was intact. He evidently came to see if our stomach was as full as it should be, and, finding it empty, he took it to a place where it was filled and made comfortable.

Congressman Weeks of Massachusetts declared himself absolutely opposed to the national good roads movement in an address before the Massachusetts Highway Association. "Many people in the country," he said, "see in the national treasury a panacea for all ills. They see the desirability of good roads and immediately rush to the National Government and ask it to furnish them. Highways are local facilities even in these days of the automobile and should be confined to the States. We will take care of our highways in Massachusetts, but we should not be asked to help build roads in Nevada or California."

Mr. Weeks declared that the expense of national road control would exceed that of the Civil War, and announced that if such a bill were presented in Congress he would seek to have it amended so that Massachusetts should be reimbursed for what has been spent here for good roads. Massachusetts, he said, is as far ahead of the rest of the country in roads as she is in every other public facility. He asked the association to express itself distinctly on the proposition and add its weight against the movement to nationalize roads.

But why not make the towns and cities of Massachusetts build the roads? Simply they can't afford to do it and the State steps in to help them. Massachusetts is a wealthy community. It has material easily at hand for road building. The States of large area in the South and West cannot afford to build such roads as Massachusetts has unless they have help. As well may Mr. Weeks call upon the towns

and cities of Massachusetts to reimburse the State. The Congressman should take another look at the situation.

Most of our readers will have already learned with pride, through the columns of the general press, the pleasing intelligence that His Majesty King George has been graciously pleased to become the Patron of our Club. He is the first and only patron the Club has had since its creation thirty-two years ago, and the announcement is rendered all the more pleasing by the fact that His Majesty is a thoroughly practical cyclist himself, and the father of a family of cyclists, as well as the most traveled occupant of a throne, for our Club has ever been of a typically British practical turn of mind. Incidentally this mark of Royal favor may be taken as evidence that the old Club continues to maintain its vitality and prestige.—
C. T. C. Gazette.

Harmony among States in the development of a great national system of highways is the aim of the American Association for Highways Improvement formed at a meeting of men of national reputation. The association responds to the movement for better roads, to take the roads problem out of politics, to install expert supervision and to broaden the purely local aspect of good roads into the development of a countrywide system. Membership in the new organization is based upon acceptance of the application forwarded to its secretary and the payment of \$100 dues by sustaining members and \$5 by

regular members. Annual meetings are to be held. There is a board of directors with wide powers.

James S. Harlan, member of the Interstate Commerce Commission, was temporary chairman of the meeting; W. W. Finley, president of the Southern Railway; B. F. Yoakum, Alfred Noble and Lafayette Young are the members of the executive committee. Logan W. Page, director of the bureau of public roads, was elected president and headquarters will be established in Washington.

Other officers and the board of directors are: Vice-president, W. C. Brown; treasurer, Lee McClung; secretary, J. R. Pennypacker, Jr.; organizer, W. D. Brown; board of directors, Louis Hill (chairman), James McCrea, H. W. Finney, B. F. Yoakum, L. W. Page, Dr. E. J. James, E. D. Chapin, Bryan Lathrop, John Goodell, Melville E. Stone, Walter Page, Alfred Noble, Leonard Tufts, Lafayette Young, W. C. Brown, Joseph W. Jones, John A. Stewart, Lee McClung, James S. Harlan, Robert P. Hooper, George C. Diehl, A. G. Spalding, C. S. Barrett, Clarence Wilson, J. E. Pennypacker, Jr.

The object of the association as shown by its constitution is "to harmonize and correlate all efforts for the improvement of the public roads to the end that adequate and sufficient systems of road construction, administration and maintenance may be adopted in all the States."

Like the American cities where the count has been taken, bicycles enormously outnumber automobiles in Paris, France, despite the fact that the casual sidewalk observer would venture to say that

the horse drawn and motor vehicles in the French capital are so numerous that it would appear impossible that bicycles should overtop them. As against the 50,000 lorries and delivery vans and the 14,540 cabs of all classes, the official registration figures show 261,723 bicycles and 5,256 motorcycles.

Senator Crane of Massachusetts, at a luncheon in Dalton, praised compromise.

"Compromise is a good thing," he said. "Take the case of a young Dalton builder. He got married about a year ago, and after the marriage he and his wife had an interminable dispute as to whether they should buy two motorcycles or a five-horse-power runabout suitable to their means. He said the other day:

"My wife and I wrangled for months and months, but, thank goodness, we've compromised at last."

"What have you compromised on?" I asked.

"A baby carriage," he answered, with a proud, glad smile."

It will please the little ones to know that a Chicago judge has decided that children are a necessity.

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	List.	Our Price.
American Magazine	\$1.50	\$1.25
Bicycling World	2.00	1.75
Century Magazine	4.00	3.85
Century and St. Nicholas (new)	7.00	5.60
Current Events .....	.40	.35
Good Roads Magazine	1.00	.90
Green Bag	3.00	2.65
Horseless Age	2.00	1.75
Life	5.00	4.50
Motor Boat	2.00	1.75
Out-Door Life	1.50	1.35
Philistine	1.00	.85
Puck	5.00	4.50
St. Nicholas (renewal)	3.00	2.85
Scientific American (renewal)	3.00	2.75
Scientific & Supplement	7.00	6.00

The list below gives the more popular magazines which are not sold for less than list prices unless two or more are taken. These can be sent to one address or to a different address for each magazine.

	List.	In Clubs.
Ainslee's Magazine	\$1.80	\$1.10
American Boy	1.00	.85
American Magazine	1.50	1.00
Atlantic Monthly	4.00	3.85
Automobile	3.00	2.35
Base Ball Magazine	1.50	1.10
Blue Book	1.50	1.35
Bookman	2.50	2.40
Book News Monthly	1.00	.85
Boston Cooking School	1.00	.85

	List.	In Clubs.
Camera Craft (new)	1.00	.85
Children's Magazine	1.00	.85
Columbian	1.50	1.00
Cosmopolitan	1.00	.85
Country Life	4.00	3.25
Current Literature	3.00	1.75
Cycle & Auto Trade Journal	2.00	1.60
Delineator	1.00	.80
Etude for Music Lovers	1.50	1.10
Everybody's Magazine	1.50	1.10
Garden Magazine	1.50	1.10
Good Housekeeping	1.25	1.00
Hampton's Magazine	1.50	1.10
Harper's Bazar	1.25	1.00
Harper's Magazine	4.00	3.50
Harper's Weekly	4.00	3.50
Human Life	1.00	.85
Independent	3.00	1.75
Judge	5.00	4.50
Kindergarten Review	1.00	.75
Kindergarten Primary Magazine	1.00	.95
Leslie's Weekly	5.00	4.00
Lippincott's	2.50	1.75
Little Folks	1.00	.85
McCall's Magazine .....	.50	.45
McClure's Magazine	1.50	1.10
Metropolitan	1.50	1.00
Modern Priscilla .....	.75	.60
Motor Age	3.00	2.35
Motor Boating	1.00	.85
Musician	1.50	1.10
National Magazine	1.50	1.10
New England Magazine	1.50	1.40
N. A. Review	4.00	3.50
Outing Magazine	3.00	2.35
Pearson's Magazine	1.50	1.00
Photo Era	1.50	1.10
Photographic Times	1.50	1.35
Physical Culture	1.50	1.25

	List.	In Clubs.
Primary Education	1.25	1.10
Recreation	3.00	1.75
Red Book	1.50	1.35
Review of Reviews	3.00	1.75
St. Nicholas (new)	3.00	1.75
Scientific American (new)	3.00	2.00
Smart Set	3.00	2.00
Smith's Magazine	1.50	1.10
Suburban Life	3.00	2.25
Table Talk	1.00	.85
Technical World	1.50	1.10
Vogue	4.00	3.50
Woman's Home Companion	1.50	1.10
World Today	1.50	1.10
World's Work	3.00	1.85

Many magazines, notably Scribner's, Ladies' Home Journal, Saturday Evening Post, Youth's Companion, the Munsey list do not allow a discount. We can supply these at publishers' prices.

AUGUSTUS NICKERSON

Certified

Public Accountant

Room 708 Exchange Building

53 State Street

BOSTON, MASS.

Telephone Main 3007

Bassett's Scrap Book

A MAGAZINE FOR RIDERS OF THE WHEEL
OFFICIAL ORGAN LEAGUE OF AMERICAN WHEELMEN

A magazine that is read from cover to cover and therefore a first-class advertising medium for bicycles and sundries. Also for anything useful to men. Our rates:—\$1.50 an inch. Repeat, if unchanged, \$1.00 an inch.

Entered as Second Class Matter, March 10, 1904, at the Post Office, at Boston Mass., under the Act of Congress, March 3, 1879.

Vol. 8. No. 7

SEPTEMBER, 1910

5 Cents

THE BELLS OF SEPTEMBER ARE RINGING "COME HOME."

The ninth month of the year, reckoned from January, and the seventh from March, whence its name, from *septimus*, seventh. It became the ninth month when January and February were added to the year by Numa, 713 B. C. The Roman senate would have given this month the name of Tiberius, but that emperor opposed it; the emperor Domitian gave it his own name, Germanicus; the senate under Antoninus Pius gave it that of Antoninus; Commodus gave it his surname, Hercules; and the emperor Tacitus his own name, Tacitus. But these appellations are all gone into disuse.

Our new President, Fred. Atwater, hails from Bridgeport, Conn. If you have an idea that Bridgeport is a small place just take a look at the population as per the last census:—Bridgeport, 102,000; Hartford, 99,000.

Connecticut has given us three presidents:—

Col. Chas. L. Burdett, 1892 and 1893; Wm. A. Howell, 1902; Fred Atwater, 1910.

Jack Prince, the veteran board track constructor, has announced that he will soon begin work on the construction of another speed bowl at Portland, Ore., to add another link to the chain of courses which he is forging in the West. Prince says that it will be ready before the close of the Salt Lake season about the middle of September and that immediately following its opening he will start work on still another saucer at Oakland, Cal. These, with Los Angeles and Salt Lake, will form the nucleus of a four track circuit which Prince is planning and which he hopes to keep in operation the year round.

Postmaster Smith, of Middleboro, Mass., had, last month, a trying experience with a big black snake while he was riding his bicycle on the country roads to Rocky Meadow.

Smith felt his wheel bump over something, but he did not have time to look to see what it was before he felt a grip about his foot. The snake had coiled through the frame of the bicycle and had caught the rider by the ankle.

Smith jumped from the wheel and managed to shake the snake off, but the reptile came at him again, and it was only after he had procured a large club that he managed to kill the snake. It measured 5 feet 8 inches in length.

NATIONAL ASSEMBLY, L. A. W.

The annual meeting of the National Assembly was held at Hendrie's Hostelry, Boston, Mass., on Friday evening, Sept. 2. The members discussed one of Hendrie's dinners before discussing the affairs of the L. A. W., and accepted this by a unanimous vote.

Reports from the officers were first in order.

The order made the following report of the finances:

Received for dues, 19 applicants, 932 re- newals, 4 life members	\$983.50
Gifts	113.00
Subscriptions	2.75
	<hr/>
	\$1,099.25
Bal. Sept., 1909	23.73
	<hr/>
	\$1,122.98
Paid Rent	\$99.96
Postage	52.25
Secretary-Treasurer	251.11
Official Organ	526.00
Life Subscriptions	135.50
Stationery	24.35
Collections	2.90
	<hr/>
	\$1,092.07
Cash on hand	30.91
	<hr/>
	\$1,122.98

The Secretary-Treasurer reported the following membership totals:— Calif. 23, Colo. 6, Conn. 42, Del. 1, D. C. 11, Fla. 2, Ga. 2, Idaho 2, Ill. 45, Ind. 7, Iowa 9, Kan. 4, Ky. 12, La. 2, Me. 7, Md. 16, Mass. 204, Mich. 14, Minn. 6, Mo. 17, Mont. 2, N. H. 22, N. J. 87, New Mex. 1, N. Y. 327; N. C. 1, Ohio 43, Penn. 243, Phil. Is. 1, R. I. 47, Tenn. 3, Tex. 4, Utah 1, Vt. 1, Va. 1, Wash. 2, W. Va. 2, Wis. 10, Wyo. 1, Foreign 9. Total, 1,240.

Life Members—Calif. 7, Colo. 2, Conn. 15, Ga. 1, Ill. 9, Ind. 2, Iowa 5, Ky. 5, Md. 7, Mass. 23, Mich. 9, Minn. 1, Mo. 8, N. H. 3, N. J. 17, N. Y. 80, N. C. 1, Ohio 12, Pa. 81, R. I. 9, Tex. 2, Va. 1, Wash. 1, Wis. 4, Idaho 1. Total 306.

The annual election of officers resulted in the choice of the following:—President, Fred Atwater, of Bridgeport, (Conn). (Advanced from 1st Vice-President), 1st Vice-President Quincy Kilby, of Boston. (Advanced from 2nd Vice-President). 2nd Vice-President, Jarvis C. Howard, of New Rochelle, N. Y. (New). Secretary-Treasurer, Abbot Bassett, of Boston. (Twenty-fourth term). Auditor, George W. Nash, Abington, (Mass). (Seventh term).

The ballot stood Atwater, Kilby, Howard and Nash, 48 votes each; Bassett, 49 votes.

Resolutions of respect to the memory of the late Conway W. Sams, ex-president of the L. A. W., were passed and ordered sent to the family of the deceased.

Present 15 members.

The third annual convention of the National Good Roads Association is to be held at St. Louis, Sept. 26-29. It promises to be one of the greatest gatherings ever held in the interest of Road Improvement. Secretary-Treasurer Abbot Bassett will represent the L. A. W. at the convention. The advance press sheets refer to the L. A. W. in the following complimentary paragraph:

"It will be remembered that the first real work in this country in the direction of good roads was inaugurated by the League of American Wheelmen, in the early 80's, and credit should be given to Col. Albert A. Pope for his marked prominence in the work. At one time the membership of the L. A. W. exceeded 103,000. Many of these former cyclists are now motorists, including Walter M. Meserole, the present president of the League of American Wheelmen, and his appearance on the Good Roads Convention committee is particularly apropos at this time. It is not generally known that several thousand cyclists still continue their allegiance to the pioneer body of the country in good roads work, and Abbot Bassett still holds forth as secretary at 221 Columbus Avenue, Boston."

Akron, where they make rubber tires, is going upward with a bounce in population. Gained sixty-one per cent. in the last ten years.

Joseph Noe, of the Century Road Club of America, established a new club record for the New York to Philadelphia and return run, covering the distance

in 13 hours and 58 seconds. Noe, accompanied by a clubmate, Gus Wohlrab, started from City Hall at 5 a. m., and arrived in Philadelphia at 11.28 a. m., then resumed the homeward trip, arriving at the City Hall at 6.58 p. m. The former record for the same event was 14.27, made last year by Jesse R. Pike, of the Century Road Club of America. Noe also holds the bicycle record of 10.45 from New York to Albany. Motor-B.

Way back in the eighties this was a stunt which was looked upon as a big thing if done one way in a day. We used to reckon it at 108 miles, and Geo. D. Gideon of Phila. was one of the first to make it.

South Attleboro's (Mass). wonderful old man, William P. Shaw, who at 80, can ride 90 miles in one day on a bicycle and perform other equally remarkable physical feats, began his physical exercises at 65 to cure shrunken heart valves. Now he so enjoys his tasks that he declares that he shall be able to perform even more astonishing feats at 100 than he now does at 80.

"Look at the firmness of my flesh and the ruddiness of my skin," said Mr. Shaw, as he bared his arm and chest. While showing unmistakable signs of being well advanced in years, there was a general spryness about the movements. Mr. Shaw claimed he was turning the hands of the clock back, and that, according to his theory on dieting and exercising, it would be far easier for him to ride the bicycle 100 miles when he reached 90 than to reel off 70 or 80 miles at 80 years of age.

"I was born Sept. 15, 1830. At the age of 65 the doctors said I had shrunken heart valves, working like a leaky pump."

"Having heard of the physical culture tests relating to the deep knee bending and holding the outstretched arms in a horizontal position and a steady swaying of the body from right to left and vice versa, on May 20, 1908, I held my arms in this position for 95 minutes and after bathing in the briny bath of thoroughly aerated water I did 760 deep knee bends inside of 45 minutes.

For the last four years I have eaten, daily 1 qt. of sour milk with 4. ozs. of honey added and beaten with an egg beater. I take my bath and exercise in place of breakfast in the morning. The long breathing is indispensable to longevity, and coupled with that give me pure air and I will add strength with years."

The bicycle nurse is the most recent addition to the City Hospital corps in Germany. The idea originated in Berlin. In that city women nurses are given bicycles, and now a corps of these highly trained and drilled women is sent to the scene of any accident at a moment's notice. With such speed do they get ready to go, and so swiftly do they go when started that often they arrive on the scene before the hospital ambulance.

Many lives have been saved by this almost instantaneous response to a hurry call for help. There is much that the nurse can do before the am-

balance comes, and not infrequently these few moments or few minutes mean the saving of life.

Each nurse wears a plain, dark costume. There is a short skirt, a simple waist, with white turnover linen collar and cuffs, and a dark peaked cap with a triangle of stiff white linen in front. The nurse carries her small outfit strapped under the saddle of her bicycle.

Of cycling it may be more truly said than of any other game that there is a natural yearning for it in youth, that the love of it grows with the years, and that it is a joy and a solace even when the downhill of life is entered upon. There are probably fewer backsliders from bicycling than any other pastime, for it is a first-rate recreation for all the ages of man and woman, and it does not pall. Once a cyclist always a cyclist is a general truism, and that is why its future is so bright and promising.—
C. T. C. Gazette.

We have printed several times that a monthly paper cannot well be a news paper. We sent our copy, for this issue, to the printer before the Wheel About the Hub started to wheel and we can say no more than give a guess that the riders went over the same old route. In our next issue we shall give the details. The best history comes from deliberation, and we are aiming for the best.

We have been asked many times the date of the resumption of the Wheel About the Hub. We have

been unable to satisfy our questioners until within a few weeks, and it may not be uninteresting to give the facts at this time. Sept. 16 and 17, 1892 was the date, just thirteen years after the original run. Since there has been no interruption since the resumption, the run of 1910 makes the twentieth in the series.

In 1892 the Boston Bicycle Club placed advertisements in the public prints and made an effort to find the addresses of the participants of the run of 1879. Invitations were sent to all those who could be located and to many others. Twenty riders responded and reported at the rendezvous on Sept. 16. The originals were Frank W. Weston and Edward C. Hodges, of Boston, and L. H. Johnson of Orange, N. J.

Others were:—W. B. Everett, W. W. Stall, W. G. Kendall, C. P. Donohoe, D. N. C. Hyams, Augustus Nickerson, J. W. Cartwright, Chas. E. Cartwright, Joseph E. Hill, Theodore Rothe, Nathaniel Heath, all of Boston; Paul Butler, Lowell; J. Kempe Brydges, East Weymouth; A. H. MacOwen, Phila.; Dr. A. F. Wyman, New Bedford Will R. Pitman, New York; and A. T. Lane, Montreal.

The route followed was that of the first tour.

The second day of the tour was that on which Zimmerman won the \$1000 driving team at the Springfield tournament of that year and there was much interest felt in the result of a race in which Windle, Taylor, Tyler and Zimmerman, the stars of the track, were entered. A pool was formed and

Will R. Pitman was fortunate enough to draw Zimmerman's name.

At the first run all rode the ordinary wheel. On the second run, sixteen rode safeties with pneumatic tires, then a new thing, and four rode cushion tires. Not a puncture reported on the whole trip.

Now there is something coming that we hope you will read carefully and make a note of.

Our Periodical Department is conducted under the rules made and provided by the association of Periodical Publishers. We give the lowest rates that can honestly be given. The publishers guarantee that they will not accept subscriptions at lower figures than is agreed upon. We have always advertised to give prices as low as the lowest. On Nov. 1st we shall issue a complete catalogue of magazines and periodicals of all kinds with special prices for clubs, libraries, etc. A new scheme of clubbing has been adopted. We are asking one and all of those who are still with us in the L. A. W. to give a thought to this department and throw some trade in this direction. The conductor of the Periodical Department needs bread and butter, likewise shoes, and a few orders for magazines will fill his stomach and protect his feet, and cost no more than many of our members are paying to well-fed and well-shod agents. Send us an order.

Have you read the above? If not, go back and do so.

The bicycle has been described by more than one eminent scientist as at once the most delicate and the strongest piece of mechanism for its weight and size ever invented for the conveyance of mankind, and it doesn't need two minutes' thought to corroborate that valuable testimony. In its rapid and really splendid evolution there is nothing to approach it in popularity, pleasure-production, or utility; during the past thirty years it has rolled along from triumph to triumph with a certainty that has been amazing to those who have watched a career that has only been once chequered by financiers and their kindred tribes, while public favor has never been satiated.—C. T. C. Gazette.

A man who designated himself as a common, ordinary citizen, was talking to a reporter about the Police Department and more particularly about the bicycle officer. "Do you know," he said, "that that bicycle business is a good idea? I, for one, am glad that Stamford has on its Police Force a mounted officer. With the aid of the wheel he can easily cover thirty miles of territory every day, and this would be very hard on a horse. Besides covering this amount of territory he also has the advantage of not being confined to a certain beat. Many of the big robberies have been committed directly after the officer has passed the scene of action on his regular beat, which was well known by the crooks who planned the deal. It is a good thing to have a 'roamer,' and more than one."—Motor-Bi.

Put a nickle in the slot and get a quantity of gasolene. This is what an Ohio inventor will provide. He will also have a drink-dispensing machine on the same principle. What will become of the clerks if this goes on?

We commend to the attention of our members, the Motor-Bi, of New York. This is a recently established monthly publication which will give its columns to the interests of the bicycle in all its forms. While there is much more being done in a public way by the motor-bicycle there is still not a little doing by those who use their legs for driving. The Motor-Bi will treat matters in a dignified and impartial way and will cover all that is going. Modesty forbids us to say much about the bicycle editor who will go into the chair with notices of the L. A. W. National Assembly and the Wheel About the Hub with the September number. A special price of 75 cents per year will be given League members who subscribe through Abbot Bassett, the bicycle editor, whose address you all carry in your pockets. There will be a lot of pictures and very much interesting reading. Better take it in.

A Coventry inventor has just produced a novel form of tool bag to be attached to the rear of the saddle, which has a red bull's-eye lens mirror mounted in the center of the cover flap. When an automobile or another cycle approaches from behind, the reflection from its own headlight is thrown back in the form of a red ray which has the effect of a ruby tail light.

In omitting profanity the new language of Esperanto sets a good example.

Judge not. There will be lots of people in heaven who will be just as much surprised to see you there as you will be to see them.

Fred G. McKean, Sr., writes from Washington, D C.: "Beside my dues please find enclosed \$5.00, which I hope you will accept as a slight token of appreciation, and a partial acknowledgement of my personal indebtedness, for your long and faithful services in the L. A. W., and in accordance with the suggestion of certain old members as noted in the bright and instructive Scrap Book. Excuse delay. Wishing you good health, long life and happiness and favorable turn of fortune, I am, Yours very sincerely,"

Some one has said, "Crime is the only thing considered to be news." If this be so, how far removed from a news conveyer our little paper must be. We are in our eighth volume and have yet to chronicle a crime. Racing used to be considered by far the most important news, but we don't have anything to say about racing because we don't believe our readers care for it, in its present form. There are those who are still fighting over the amateur question. How that used to trouble us in the old days. We used to talk over touring matters, but there are no tourists now. Honk! Honk! has scattered the tourists, driven them from the roads and we know

them no more. Perhaps we are getting too old to enjoy the things we used to delight in. Not a bit of it! Our tastes are different, that's all. Our mission is to keep folks from growing old, and we are attending to it.

The Nebraska convict who has built an aeroplane would like to go out and test it, but the prison authorities fear he might make a successful flight.

A Persian fable says: "One day
A wanderer found a lump of clay,
So redolent of sweet perfume
Its odors scented all the room.

'What are thou?' was his quick demand;

'Are thou some gem from Samarcand,

Or spikenard in this rude disguise,

Or some costly merchandise?'

'Nay, I am but a lump of clay.'

'Then whence this wondrous perfume—say?'

'Friend, if the secret I disclose,

I have been dwelling with the rose.'"

PERIODICAL DEPARTMENT.

Practically every well-known magazine in the field has advanced its wholesale price this season, and cutting prices, except as magazines are clubbed is absolutely forbidden, except in a few instances. Every magazine is classed by a number which fixes its basic price.

We publish a list of the best sellers with their class numbers. To form a club, add up the club numbers, multiply the result by five and add our profit, which is ten cents for each magazine. Thus McClure, 20; Review of Reviews, 30; Smart Set, 30; total list, \$7.50. Add class numbers, 80, multiply by 5, \$4; add 30 cents. This club figures at \$4.30.

Many of the magazines have special clubs. Those who want periodicals not included in list below will do well to send for our prices. There are many combinations to be made besides the regular ones.

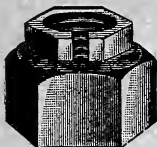
	List.	Class No.
Ainslee	\$1.80	20
American Boy	1.00	14
American Magazine	1.00	14
Atlantic	4.00	70
Boston Cooking School	1.00	14
Burr McIntosh	3.00	45
Camera Craft	1.00	14
Cosmopolitan	1.00	14
Country Life	4.00	60
Current Literature	3.00	45
Etude	1.50	20
Garden	1.00	14
Good Housekeeping	1.00	14
Hampton's	1.50	20
Harper's Bazar	1.00	14
Independent	2.00	30
Judge	5.00	92
Leslie's Weekly	5.00	72
McClure	1.50	20
Metropolitan	1.50	20
Musician	1.50	20
National	1.50	20
Outing	3.00	45
Outlook	3.00	55
Pearson's	1.50	14
Popular	3.00	45
Putnam's	3.00	30
Recreation	3.00	45
Review of Reviews	3.00	30
Smart Set	3.00	30
Suburban Life	3.00	45
Success	1.00	14
Woman's Home Companion	1.25	18

UNCLASSIFIED MAGAZINES.

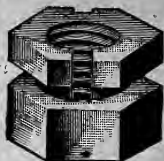
Bicycling World	\$2.00	\$1.75
Century	4.00	3.85
Harper's Magazine	4.00	3.50
Harper's Weekly	4.00	3.50
Life	5.00	4.50
Literary Digest (new)	3.00	2.60
Munsey	1.00	.95
Saint Nicholas	3.00	2.85
Scientific American	3.00	2.75

"The Cheapest Life Insurance"

is what **COLUMBIA LOCK NUTS** have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



REGULAR



IMPROVED

Not like other nuts, they will NOT shake loose.

No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—**FREE**. A booklet with prices mailed on application.

COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.

ALONZO D. PECK,

DISTRIBUTER FOR

POPE MANUFACTURING CO.

178 Columbus Avenue,

HEADQUARTERS FOR

Columbia, Hartford and

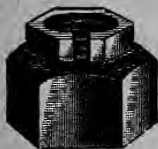
Fay Juvenile Bicycles:

Reading Standard Motorcycles.

During the winter months we will make special reduced rates for overhauling and cleaning your bicycle, and getting it in readiness for next season's use.

"The Cheapest Life Insurance

is what **COLUMBIA LOCK NUTS** have been termed by those who know their value. Use will demonstrate that the description was not misapplied.



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COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.

LOCKHART SUSPENDER CO.

LINCOLN

Suspenders

Garters

Belts

1307-09-11 MARKET STREET
PHILADELPHIA, PA.

WM. L. LOCKHART,
Treasurer



GOOD COMPANY ON GOOD ROADS

THE PRICE TO PAY,

—Applicants pay 75 cents a year. Memberships may be for 75 cents a year. Members may subscribe for the official club rate of 25 cents. This is optional and the sum must be in addition to the dues. Life membership \$10. Can be taken by other than one who has been a member for five years previous. Life members must pay the additional fee of 25 cents per year for the official organ if they desire it.

APPLICATION BLANK.—If applicant is unprovided with regular blank from headquarters, he may write his name, address and occupation on a slip of paper 6 by 3 inches. Add the names of two references and send same with one dollar to ABBOT BASSETT, Secretary-Treasurer, 221 Columbus Avenue, Boston, Mass. Regular blank supplied on application.

TOURING ABROAD.—Members touring abroad are entitled to call upon the Secretary-Treasurer for a ticket of membership in the Cyclist Touring Club of England. This ticket will give the holder all the advantages of the hotel and consul system which the C. T. C. has in Great Britain and on the Continent, and will save much trouble at the custom houses, where the ticket will be a passport in lieu of a cash deposit.

SUPPLIES.—Badges: Solid gold, \$2; plated, \$1; Enameled Rim, 75 cents. Russia leather ticket holders, 25 cents. Veteran Bar, price \$2.50. Screw Driver for Key Ring, 10 cents.

Bassett's Scrap Book

A MAGAZINE FOR RIDERS OF THE WHEEL
OFFICIAL ORGAN LEAGUE OF AMERICAN WHEELMEN

A magazine that is read from cover to cover and therefore a first-class advertising medium for bicycles and sundries. Also for anything useful to men. Our rates:—\$1.50 an inch. Repeat, if unchanged, \$1.00 an inch.

Entered as Second Class Matter, March 10, 1904, at the Post Office, at Boston Mass., under the Act of Congress, March 3, 1879.

Vol. 8. No. 12

FEBRUARY, 1911

5 Cents

THE IMPECUNIOUS MONTH.

What's the use of talking about the weather? We have been throwing bouquets at the current month for six years, now, and we don't see any results.

February is the kid month. So little that we can afford to slight it. What's the use.

An overdose of system is just as bad as an overdose of carelessness and more expensive.

Lawyer (slightly deaf)—You say your husband lately left you a widow?

Matronly caller—No, sir! I said he lately left me for a widow!—Chicago Tribune.

One of our members tells us that, in view of the fact that the Broadway Trust Co. advertises in the Scrap Book, he has decided to deposit with them in future. That's the right kind of talk. It's worth a good deal to be able to meet President Lee when you go with your daily deposit. Now don't all transfer the same week. You might paralyze the Company.

If the devil claims all his own he must have a lot of people round that he doesn't know what to do with.

The prospective purchaser paused. (The scene was at the motor show, the exhibit was inviting, the man in charge competent and strictly truthful.)

"A car to take six, sir?" He gazed at the firm's exhibit, scratched his head and did his best. "We don't build this model to carry six passengers, sir," he temporized; "but, including the chauffeur, it could take five and a cop at a pinch, sir, at a pinch."—*Sporting Times*.

We were the object of a hold up last month. From the Treasurer of the Lockhart Suspender Company came a very fine set of suspenders, calculated to hold up anything it takes hold of. The Treasurer writes us: "Marry your pants to a pair of Lincoln suspenders and they will support them for life." What a pity that pretty things are worn underneath. We are tempted to live in shirt sleeves. The Treasurer has our thanks. We can believe that now we shall never have a drop too much.

Let us hope that Mr. Carnegie will not brush the innocent bloom off the hero of thirteen who, when hugged by a woman for saving a girl from drowning, merely said: "Pshaw, what else could a feller do?"

We owe Mr. Fred W. Brooks, Jr., a very humble apology. He was honored with the Vice-Chairmanship of the Nylaw at the annual meeting in Decem-

ber, and we put another fellow in his place in telling about the election. Very much too bad! We have heard of murmuring brooks but Fred never murmurs. He shouts! He will be heard from when he is in the chair. He has our apologies and our assertion that he is and always will be the object of our most distinguished consideration.

Habits are like whiskers, they grow on a man as he gets older.

Three times on the run the beautiful prima donna's nearly new car had broken down. Ultimately coaxing it to get along, the fair lady received in the hotel porch the solicitude of a sister artiste who had passed her on the road.

"Much trouble with my car, dear?" she echoed, bitterly. "Why, I couldn't have more trouble if I was married to the blessed machine!"

It was on a liner bound for the other side that a gay benedict, who was rejoicing in a three months' tour without his wife, held forth on matrimony one day in the smoking room and announced to several married men his firm conviction that three months' separation each year should be obligatory on all married couples.

"Say 365 days!" they exclaimed in chorus.

And a woebegone, henpecked one in the corner sobbed out, "You are forgetting leap year!"

Mr. Geo. L. Cooke writes: "Received Scrap Book, Vol. 8, No. 11 — I = 11 = 11. What do you say to that?" Don't know what to say, but it looks as though we had won out.

A New York lawyer who acted as administrator of an estate valued at \$7,500 has finally turned over \$750 to the heirs. He probably gave them that amount for the purpose of showing them that he was no hog.—Chicago Record-Herald.

Credit one to the motor car—a man was saved from drowning by an inflated rubber tire cast to him as a life preserver.

Hoyland Smith, one of the best-known bicycle riders in the country twenty years ago, died in New Bedford January 20th at the age of forty years. He ranked with other famous riders of his day and made many world's records. At the time of his victories he was six feet tall and weighed only 110 pounds and was known as the "phantom," the "ghost" and "riding skeleton." He made his mark in the eighties in New Bedford and won the Memorial Day event there in 1888 in such remarkable fashion while riding an ordinary wheel that he was induced to enter the racing field. He entered the principal L. A. W. meets under the colors of the New York A. C. and made the world's record on the Hartford track for six, seven, eight, nine and ten miles, and also the American track record for twenty-five miles in 1892. The same year he won the national five-mile event

at Niagara Falls and he defeated Zimmerman and other riders in a two-mile contest at Bergen Point, his last big race. He won many tandem races with Zimmerman as his mate. He retired from the track in 1893 and opened a bicycle store in New Bedford.

Our old friend Sterling Elliott is building a factory over in Cambridge. He wants more room to make addressing machines. And this is one of the good things the L. A. W. is responsible for. When Elliott became publisher of the official organ in 1895 he made a decided balk over the cost, weight and room required by the type for the mailing list. He went to work at once to make a change. The result of his work is a new form of mailing list, its adaptation to office uses and very many relative improvements. And now the increasing business calls for a big factory of its own.

The Old Guard.—The regular meeting of the "Old Guard"—men who entered automobiling from the old field of cycling—was held in Madison Square Garden Tuesday, Jan. 17, and nearly 200 of the veterans gathered. The "Old Guard" is comprised of old-time bicycle men, some of whom still remain in the business, while others have become shining lights in the automobile firmament.

To the strains of "Auld Lang Syne" the old bicycle veterans, led by Col. George Pope and Merle L. Downs, paraded the upper balcony and then posed for a photograph. In the party were William

Metzger of the Metzger Motor Car Company; Harry Lozier, Lozier Bicycle Company in olden days and Lozier Motor Company today; A. L. Garford of the Garford Manufacturing Company and many old-time champions of the cycle track, including Birdie Munger of the Moore & Munger Co., body builders, a champion in '92 and a rider in '78; Charlie Mile-a-Minute Murphy, now a Chicago policeman; Billie Murphy, who held the mile record of 2:35; George M. Hendee, the successful motor cycle builder, champion away back in the early 80's; Happy Days Pitman, old-time racing man; "Senator" Morgan, who held the six-day championship for many years; A. G. Batchelder, ex-chairman of the N. C. A. racing board; R. F. Kelsey, present chairman of the N. C. A. racing board; Walter Wardrop, editor Commercial Vehicle; S. W. Merrihew, editor Automobile Topics; Fred Castle, the lamp manufacturer; Ezra Kirk of the Badger Brass Company; Fred Titus, known in the old days as handicap king and now a prominent motor car salesman, and many others, including manufacturers from all over the country who have changed from cycles to motors and motor cars.

The gathering of the "Old Guard" was so noteworthy that a meeting is to be held in Chicago to form a national organization, secure a pin and make the first meeting a national issue. Only those who formerly held sway in the cycle field as manufacturers, agents, racing men, or prominent figures in the old sport will be admitted.

Run over by a dirt wagon. So perished Aloysius J. Ochs. We knew him as Al Ochs and we all loved him. He was a familiar figure in cycling circles in the latter part of the last century. Was the President and leading spirit in the Press Bicycle Club, one of the foremost clubs in promoting runs, tours and race meets. We used to buy books of him at the Archway and he was a prominent helper to the book collectors of Boston. A thoroughly good fellow and himself his only enemy. To think that one so good and grand should have so ignoble an end as to be run over by a dirt wagon.

Horrible to think of. That we must wear corsets. The corset-coat is the fashionable spring and summer garment for men this year. Trousers will fit the legs so snug it will be necessary to remove one's shoes in order to change clothes. Already there is an end to what the International Custom Cutters in convention call the "foolish, over-exaggerated man." In his stead will come the "under-exaggerated man." Men of football physique will not be recognized by their sweethearts and wives when they don the new "slim styles." The styles resemble a caricature of a dandy French count. It won't go, gentlemen! Men like to be comfortable. Watch for the new idea to fall down before it gets here. The idea of corset-wearing wheelmen!

It is quite time to be fixing up that wheel. We are thinking of introducing a rule laying a fine of \$20 on every member of the L. A. W. that fails to

ride 500 miles in 1911. Talking about full treasuries, how is that for an idea?

Smoking just before meals is to be deprecated because the pungency of the pyroligneous products contained in tobacco smoke renders the buccal mucosa insensitive to alimentary stimulation—in fact, their effect is to dull or abolish the olfactogustatory reflex, thus depriving us of what Pawlow calls “appetite juice.”—London Lancet.

The old Cumberland Road may be restored. A movement to reconstruct it is now attracting much attention, and it seems likely the celebrated thoroughfare of a century ago will be restored, affording a model highway from St. Louis to the Atlantic seaboard. This road was one of George Washington's pet ideas. He believed Washington should be put in direct touch with the Ohio and Mississippi Valleys by this thoroughfare, but his calculations were upset by the steam railway and the steamboat, and the Appian Way of his dreams ceased to attract attention after the invasion of America by the railway.

Just as a court of New York decides that a “wild” horse must not be driven in the streets of that city, and statistics show that 8,000,000 acres of farm land in the United States and Canada have recently been ploughed by steam instead of the horse, an enthusiastic motorist prophesies that within the near future not the auto but the horse will be subject to tax and special registration when his owner is licensed to

drive him upon public highways. No doubt we are nearer the "passing of the horse" than we were twenty years ago, and possibly he will sooner or later become the luxury of the rich, while the ordinary citizen will use the auto for business as well as for pleasure. Already, indeed, it is possible to fix approximately the date of photographs showing urban thoroughfares by the relative number of horse-drawn to motor-driven vehicles.

The actual disappearance of the horse from public highways is not a probability of any but an extremely remote future. Nor will the need of restrictive laws touching motor vehicles disappear even when they vastly outnumber horses upon public highways or when, as may well happen, they shall be recognized as less dangerous to public safety than the horse. There will always be slow-moving motor-vehicles, and the necessity for suppressing the "scorcher" in the interests of such vehicles and of pedestrians. Perhaps it is not an extravagant guess that the highways of the future will provide "slow" and "fast" divisions side by side, and secure the safety of pedestrians by means of underground or overhead crossings. Nothing of the kind, however, can be attempted in the crowded streets of cities, unless, indeed, main thoroughfares shall have subways for swift motor vehicles and special speed regulations for surface streets. Unregulated traffic will be intolerable in any event, and when the motor-

vehicle takes the place of the horse, it must submit to just such regulations as the horse has been subject to ever since he was used in civilized communities. No doubt Jehu was fined many a time for violating the speed laws of ancient Israel.

Lincoln Road.—In 1901 Congress created a Lincoln Memorial Commission consisting of the Secretary of State, Secretary of War, Senator Wetmore of Rhode Island, Congressman McCleary of Minnesota (president of the Road Association) and two other gentlemen for the purpose of securing plans for a national memorial to Abraham Lincoln. In 1905 the Commission sent Mr. McCleary to Europe as a special commissioner to make a study of the great memorials there, and to report as to the most suitable form for a Lincoln memorial.

He reported that the most impressive memorial is the Appian Way. Three hundred years before Christ, the Roman consul, Appius Claudius, built a great road from Rome to Capua, which was afterward extended to Brindisi. This road, named after its builder the Via Appia, or Appian Way, was called the Queen of Roads. Temples have fallen, monuments have been destroyed, villas are in ruins. but today twenty-two centuries after Appius Claudius built it, the road is still in use, bearing the burdens of commerce and the name of its founder.

From the White House to Gettysburg Abraham Lincoln journeyed to deliver his speech, which will be recited by schoolboys a thousand years from now.

and which will stand as a classic as long as the English language is spoken. A broad and splendid highway, the best in the world, from the grounds of the White House to the battlefield of Gettysburg, to be called the Lincoln road or the Lincoln way will in the judgment of its advocates stand the test as the most appropriate memorial that could be constructed to show respect and affection for Abraham Lincoln. A Bill is now before Congress which provides for the construction of the road. How much better than a battleship as a thing to pour money into.

Shadower, the Wiltshire police bloodhound, which is being trained by Police Constable Nilson at his station at Ogbourn St. George, Marlborough, has successfully passed a very difficult test. A policeman was instructed to lay a trail partly on foot and partly on bicycle. At the end of the trail he placed the bicycle against a bush and hid himself in other bushes some distance away. As soon as Shadower was put on the scent he went away at a great pace—it is always necessary to be mounted to keep up with the hound when he is tracking—and without a single check ran past the bicycle, of which he took not the slightest notice, straight to the spot where the policeman was hidden. The performance was the more remarkable as a high wind was blowing at the time.—London Graphic.

NOMINATIONS FOR NATIONAL ASSEMBLY.

The following delegates have been regularly nominated for the National Assembly, L. A. W.:

Massachusetts, 10—A. D. Peck, J. Fred Adams, A. P. Benson, E. H. Norris, Joseph W. Swan, H. A. Fuller, Edward Burbeck, J. Rush Green, Frank O. Baker, Thomas S. Webb.

Pennsylvania, 10—George T. Bush, J. E. Harder, Eckley B. Coxe, Jr., Warren H. Poley, George D. Gideon, Carl Hering, Henry W. Scattergood, William R. Tucker, Frank A. Deans, Wm. L. Lockhart.

New York, 13—T. T. Eckert, Jr., Henry G. Wynn, N. S. Cobleigh, W. R. Pitman, Fred G. Lee, F. W. Brooks, Jr., C. Lee Abell, John F. Clarke, L. P. Cowell, Geo. T. Stebbins, Wm. H. Hale, L. P. Coleman, Frank P. Share.

Connecticut, 2—A. G. Fisher, L. P. Case.

Illinois, 2—C. M. Fairchild, M. X. Chuse.

New Jersey, 4—Robert Gentle, L. H. Porter, H. E. Deats, A. G. Batchelder.

Ohio, 2—H. C. G. Ellard, F. T. Sholes.

New Hampshire, 1—Elmer G. Whitney.

California, 1—Charles K. Alley.

District of Columbia, 1—J. M. Pickens.

Kentucky, 1—O. W. Lawson.

Missouri, 1—W. H. Cameron.

Colorado, 1—W. I. Doty.

Indiana, 1—W. G. Heberhart.

Iowa, 1—W. F. Reinecke.

Maine, 1—R. A. Fairfield.

Maryland, 1—H. V. Casey.

Michigan, 1—W. M. Perrett.

Minnesota, 1—M. R. Brock.

Texas, 1—E. W. Hope.

Wisconsin, 1—W. H. Field.

Rhode Island—Robert A. Kendall, John H. Barrett.

PERIODICAL DEPARTMENT.

We are sending out a 45-page catalogue which gives a complete list of periodicals with club prices and discounts on single subscriptions. A postal-card request will bring it to anyone who would like to consult it. In addition to a price list there are brief descriptions of what the magazines stand for, and the whole list is grouped under designations which indicate their purpose. The club idea pre-

dominates and while discounts are liberal on two or more magazines, a large majority of the publishers insist on no discount on single subscriptions.

There are many combinations to be made beyond those which the casual reader can discover. If patrons will send us a list of magazines desired we will give the best prices to be obtained.

Below is a list of some of the more popular magazines where we can discount on a single subscription

	List.	Our Price.
American Magazine	\$1.50	\$1.25
Bicycling World	2.00	1.75
Century Magazine	4.00	3.85
Century and St. Nicholas (new)	7.00	5.60
Current Events .....	.40	.35
Good-Roads Magazine	1.00	.90
Green Bag	3.00	2.65
Horseless Age	2.00	1.75
Life	5.00	4.50
Motor Boat	2.00	1.75
Out-Door Life	1.50	1.35
Philistine	1.00	.85
Puck	5.00	4.50
St. Nicholas (renewal)	3.00	2.85
Scientific American (renewal)	3.00	2.75
Scientific & Supplement	7.00	6.00

The list below gives the more popular magazines which are not sold for less than list prices unless two or more are taken. These can be sent to one address or to a different address for each magazine.

	List.	In Clubs.
Ainslee's Magazine	\$1.80	\$1.10
American Boy	1.00	.85
American Magazine	1.50	1.00
Atlantic Monthly	4.00	3.85
Automobile	3.00	2.35
Base Ball Magazine	1.50	1.10
Blue Book	1.50	1.35
Bookman	2.50	2.40
Book News Monthly	1.00	.85
Boston Cooking School	1.00	.85

	List.	In Clubs.
Primary Education	1.25	1.10
Recreation	3.00	1.75
Red Book	1.50	1.35
Review of Reviews	3.00	1.75
St. Nicholas (new)	3.00	1.75
Scientific American (new)	3.00	2.00
Smart Set	3.00	2.00
Smith's Magazine	1.50	1.10
Suburban Life	3.00	2.25
Table Talk	1.00	.85
Technical World	1.50	1.10
Vogue	4.00	3.50
Woman's Home Companion	1.50	1.10
World Today	1.50	1.10
World's Work	3.00	1.85

Many magazines, notably Scribner's, Ladies' Home Journal, Saturday Evening Post, Youth's Companion, the Munsey list do not allow a discount. We can supply these at publishers' prices.

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